

Meeting	Date	Who (Council member)	Topic	Question	Response Provided
1	1/12/09 ESS	Davidson	Ridership/ demand modeling	Questioned if Sound Transit modeled in 2030, 2020 or today?	Sound Transit staff -- in case of Sound Transit Model, start with existing and then for this EIS forecast both the year 2020 and 2030.
		Balducci	Ridership/ demand modeling	Questioned how models are validated and how close do you get to those numbers. What is the margin of error?	Sound Transit staff -- all models are calibrated to existing conditions. So test how well replicate what is happening today. In case of Sound Transit Model, also do backcasting. Rather than forecasting into the future, forecast backwards from today back to 1999 as an example. And then forecast back to 1992 and look at how well able to backcast to test accuracy of model. In terms of looking at light rail ridership to bring back to this purpose, generally say unless system wide ridership varying by at least 2,000 a day would not consider that to be a significant difference.
		Degginger	Ridership/ demand modeling	Questioned inclusion of projected development in Bel-Red Corridor through 2030 and does not include what part of the Downtown Bellevue development in Sound Transit Model?	Sound Transit staff -- predicts significant growth Downtown Bellevue, based on adopted Puget Sound Regional Council numbers. For entire region rely on PSRC as regional arbitrator.
		Degginger	Ridership/ demand modeling	Questioned why Model does not include development through 2030?	Sound Transit staff -- because not adopted yet and not incorporated back into the PSRC forecast. Because following closely and see likelihood it will occur do in the environment impact statement discuss the probable affect on ridership of the land use changes being considered not only by Bellevue but Redmond in the Overlake area.

Degginger	Ridership/ demand modeling	Assume Bel-Red Plan adopted before end of comment period. Would that engender a change in the analysis by Sound Transit?	Sound Transit staff -- if before end of comment period would be an acknowledgement to Board that this is now not just talked about but adopted. What would want to look at is can we incorporate new data into final EIS.
Noble	Ridership/ demand modeling	Questioned date used for completion of system for purposes of modeling? And, what consideration did model take into account for SR-520 expansion and tolling?	Sound Transit staff -- there is no build forecast assumes six lane 520 that is tolled. In terms of project completion date, the ST2 Plan indicates Overlake Hospital in 2020, Overlake Transit Center and Redmond by 2021. The EIS covers any terminus between Overlake Hospital and downtown Redmond in both 2020 and 2030.
Davidson	Ridership/ demand modeling	Noted projection of more ridership in downtown Bellevue than achieving in downtown Portland. He asked if gives cause to take serious look at modeling and why actual ridership on ground does not meet expectations?	Sound Transit staff -- past history with transit ridership forecasting is that in 70's in particular when a lot of regions were developing new rapid rail systems, there was clearly a pattern of over estimating ridership. Analysis of what had caused that and a number of factors were identified. Everyone thought gas prices were going to continue to escalate and they didn't, secondly overly aggressive land use assumption were made and the later history is what caused the federal transit administration to direct transit agencies to use regional adopted land use forecast. Other factors. Long story short, FTA has put a lot of emphasis over last few decades into improving ridership forecasting and what seeing now is that systems are doing much better in meeting projections. In case of Sound Transit with Sounder Commuter Rail, Tacoma Link and ST2 Express Systems the ridership that they are carrying is pretty much in line with what was projected in 1996.

			The Portland question, remember bringing data to Council meeting comparing downtown Bellevue with downtown Portland but do not remember how exactly compared but can certainly go back and look at it together.
Bonincontri	Ridership/ demand modeling	Questioned assumptions on behavior not in model. How does modeling deal with behavioral changes?	Sound Transit staff -- not accounted for in model. Uncertain what effect that would have.
Lee	Ridership/ demand modeling	Questioned assumptions related to East Link ridership in model.	Sound Transit staff - range that the model forecasts between 43,000 and 48,000.
Lee	Ridership/ demand modeling	Questioned population growth using for Bellevue and Eastside.	Sound Transit staff - only have numbers for the downtown. Do not have numbers for entire City. For downtown by 2030 about 17,000 population and 12,000 households and about 77,000 employment.
Davidson	Ridership/ demand modeling	Questioned looking at 2020 assuming that bus route 550 had gone on freeway at SE 8 <sup>th</sup> , would see opposite numbers?	Sound Transit staff - in terms of looking into the future, the first thing service planners did was look at what are programmed bus improvements in the no build.
Davidson	Ridership/ demand modeling	Rephrased question. Because 550 goes down Bellevue Way, is that way rail going back up Bellevue Way and why taking ridership and duplicating it by rail off the 550.	Sound Transit staff -- no, looking a variety of light rail alternatives that are trying to serve high ridership markets. Nothing limiting us to Bellevue Way.
Balducci	Ridership/ demand modeling	Questioned what year is this?	Sound Transit staff -- this is the future.
Degginger	Ridership/ demand modeling	Questioned if 2030.	Sound Transit staff -- 2020 or 2030, pretty similar in both cases.
Lee	Ridership/ demand modeling	Questioned when looking at future, is Sound Transit phase 3 going east with light rail?	Sound Transit stated no specific ST3 program now, the long range vision has potential expansion to Issaquah and I-405 corridor. But not considering that expansion in this work. These are just bus routes.

	Bonincontri	Ridership/ demand modeling	Questioned if do select B7 would buses be realigned to go with it or would the bus alignment be the same?	Sound Transit stated no, it would be different. Still large number of bus routes. Bus 243 deviated to the 118th Station. Remainder are connecting at either the East Main Station or a number of routes running along I-405. Patrons would have a choice, there is a flyer stop at SE 8th but not pleasant transfer environment so more likely transfer at Bellevue Transit Center.
	Davidson	Ridership/ demand modeling	Questioned if believe in 2020 improve flyer station on SE 8th?	Sound Transit responded assumes same flyer station as today.
	Chelminiak	Ridership/ demand modeling	Questioned does not show the 550 even though no light rail station on that side.	Sound Transit stated replaced by light rail.
	Davidson	Engineering/Design	Questioned could distance increase speed of train. And could the turns increase the speed of train so that minor difference would be compensated by speed of train.	Sound Transit responded travel time through South Bellevue with rounding all alternatives have same travel time. So, did not see speed improvement on light rail that would offset the additional bus time.
	Chelminiak	Cost Estimating, Engineering/Design	Questioned what would replace bus service along Bellevue Way and how would patrons access light rail and capacity of park & rides.	Sound Transit stated South Bellevue would be expanded to 1400 if light rail route goes up South Bellevue. Area would still have bus service, it would be going in terms of light rail connection, to the Bellevue Transit Center.
	Davidson	Engineering/Design	Are going to have park & ride lot go all the way to SE 8 <sup>th</sup> or are going to make detour?	Sound Transit responded it is a new park & ride, not the existing one and it is located directly adjacent to station.
	Davidson	Engineering/Design	Questioned ability to access park & ride directly off SE 8 <sup>th</sup> .	Sound Transit responded no, it is south of SE 8 <sup>th</sup> . Station location is influenced by I-405 Master Plan. As I-405 expands, park & ride at SE 8 <sup>th</sup> largely consumed. Looked at where can still close to SE 8 <sup>th</sup> site that facility. So, along 118 <sup>th</sup> but slightly south of SE 8 <sup>th</sup> .

	Degginger	Ridership/ demand modeling	Question if able right now to determine how many people taking bus to South Bellevue Park & Ride transfer onto the 550 or some other bus to go to a regional trip.	Sound Transit responded that type of data use in base year calibration. There are transfer penalties applied for bus to bus transfer and bus to light rail transfer. Fair amount of transfer activity today. Projecting that to likely continue and increase.
	Degginger	Ridership/ demand modeling	Questioned if model assumes growth occurs?	Sound Transit staff -- very modest growth in Metro bus service levels given by Metro Planners. After model run, modelers go in and look at route capacity and if necessary adjust.
	Chelminiak	Ridership/ demand modeling	Questioned if Sound Transit regional route goes away from serving Bellevue, what happens to bus hours?	Sound Transit -- regardless who has resources, service is deployed in way logical to customer and protects existing riders.
	Chelminiak	Ridership/ demand modeling	Questioned if 550 service hours go away from serving Bellevue, will hours stay within City in terms of bus service?	Sound Transit staff -- possible they would stay within the Eastside subarea.
	Balducci	Ridership/ demand modeling	Questioned if correct that thinking 550 duplicated on Bellevue Way or 112 <sup>th</sup> alignment and do away with it or disperse it significantly.	Sound Transit -- correct.
	Balducci	Ridership/ demand modeling	How does ridership of the 550 compare to ridership of duplicated segments on light rail?	Sound Transit state could pull out of no build forecast. Will get back to Council.
	Balducci	Ridership/ demand modeling	Questioned when did exercise with buses, what was goal. Were you trying to maximize access to light rail system?	Sound Transit goes back to service integration principles. Trying to achieve two goals: Trying to improve local bus service at same time as increasing access to light rail system.
	Bonincontri	Cost Estimating, Engineering/Design	Questioned if ever do contemplate expanding link to Issaquah or Renton along I-405 corridor, is there any difference where we put it now?	Sound Transit as part of conceptual engineering work took look at insuring that with any of alternatives you could preserve possibility of future extension out to Issaquah. Regarding which alternative would be easier, depends in part on whether envision future extension to the east staying on north side of I-90 or envision sending it to south side of I-90 to serve Factoria area.

Chelminiak	Ridership/ demand modeling	Questioned A1 Segment. Does the 550 daily boardings include the bus tunnel?	Sound Transit responded includes just Rainier Avenue and Mercer Island.
Chelminiak	Ridership/ demand modeling	How many are at Rainier Avenue and how many at Mercer Island?	Sound Transit stated in 2030 Rainier Station would carry 3500, with Mercer Island Station about 2000 to 2500 depending on which alternative connect to in Bellevue.
Chelminiak	Ridership/ demand modeling	How does Rainier Avenue Station get to 3500 boardings?	Sound Transit stated combination of bus transfers on Rainier Avenue and some walk and bike connections along I-90 trail.
Noble	Ridership/ demand modeling	Questioned boardings at B7 assumptions.	Sound Transit stated all numbers rounded to nearest 500. Both alternatives account for bus transfers. For 118 <sup>th</sup> Station, transfers are occurring more at East Main Station. Reason higher at South Bellevue is primarily because of bus transfers.
Davidson	Ridership/ demand modeling	Asked that Sound Transit address the Redmond Station?	Sound Transit stated densities in downtown Redmond significantly lower than as go farther west. In general, as go farther west see higher ridership from all modes of access.
Degginger	Ridership/ demand modeling	Questioned boarding assumption that approximately half of boardings are from transfers from bus mode to light rail?	Sound Transit looked at auto trips to Park & Ride. Just in the 3 hour PM peak, South Bellevue Station looking at a total number of person trips at 2700 and about 1700 of those are from people arriving by vehicle. At 118 <sup>th</sup> Station, approximately 800 people arriving, of which 500 are park & ride demand. However, Mercer Island Park & Ride experiences greater demand with B7 alternative, and so likely to be spillover back to 118 <sup>th</sup> . Sized that Park & Ride large enough to capture spillover.

Davidson	Engineering/Design	Requested White Paper on floating bridge design. He questioned speed with light rail and need to cross at much reduced speed.	Sound Transit -- on floating bridge itself, it will be able to go full speed (55) across transition spans which connect the fixed and floating bridge portion. There will need to be speed restrictions due to special track work and that has been accounted for in travel time estimates.
Davidson	Engineering/Design	What is the average speed across the floating bridge?	Sound Transit stated assumed it would slow down to 25 mph and then speed up.
Davidson	Engineering/Design	Questioned the shaving of bridge to make lighter to accommodate light rail and train.	Sound Transit stated plan to shave bridge still in plans.
Balducci	Ridership/demand modeling	Questioned in I-90 total person through put category, why is AM so much greater then PM.	Sound Transit -- in PM there is a bottleneck that occurs where eastbound lanes approach Mt. Baker tunnel. When center roadway is open, have some relief of traffic into the center roadway; when it is closed, do not have that relief. Increase in transit ridership, but carpool riders caught in that bottleneck.
Balducci	Cost Estimating, Engineering/Design	Doesn't the R8A project address that? Wouldn't you have that problem in the morning and in evening if commute volumes are roughly equal?	Sound Transit stated demand in the future is still slightly stronger in and out of Seattle. R8A HOV lane helps but doesn't fully address that bottleneck.
Degginger	Engineering/Design	Asked the distance between I-90 and South Bellevue Park & Ride?	Sound Transit stated roughly .25 to .5 miles. (Chelminiak stated .33 miles.)
Balducci	Engineering/Design	Questioned why no at grade alternative that goes onto 112 <sup>th</sup> .	Sound Transit stated could have an at grade option.
Chelminiak	Engineering/Design	Questioned 25 foot elevation.	Sound Transit stated visual elevation from ground to track. Shelters would be above that.
Davidson	Environmental	How mitigating impacts of 1200 car park and ride over wetlands.	Sound Transit stated runoff from parking lot would be treated.
Davidson	Engineering/Design	Questioned loss of houses?	Sound Transit stated for these alternatives the three houses are acquired for the B2A and B3.
Chelminiak	Engineering/Design	Asked if any house above those houses?	Sound Transit stated those are not impacted. Some property is acquired but houses are not.

Davidson	Environmental	Asked if in wetlands?	Sound Transit stated does get a little bit into wetlands in and out on side of Bellevue Way and 112 <sup>th</sup> . Above wetland for most part except for actual columns. Pretty small impact, less than one tenth acre.
Davidson	Ridership/ demand modeling	How much ridership does that include? Looks like 500 boardings.	Sound Transit confirmed.
Chelminiak	Cost Estimating	Questioned costing of elevated station?	Sound Transit stated visual simulation just to show scale and mass and does not represent designs. Cost estimates based on experience to date. They reflect a Mount Baker type design.
Balducci	Cost Estimating	Asked Sound Transit to quantify tradeoffs?	Sound Transit responded two ramps, one goes southbound on Bellevue Way and west onto I-90. The HOV use of HOV ramp would increase by about 10 to 12 minutes. In opposite direction, the ramp goes from eastbound I-90 to northbound Bellevue Way, and HOV use of that ramp in terms of travel time does not change substantially.
Bonincontri	Engineering/Design	Questioned at grade stop at South Bellevue Park & Ride and a pedestrian overpass since Station in middle of road?	Sound Transit just doing an at grade crosswalk similar to what was done along Martin Luther King Way in Seattle.
Degginger	Engineering/Design	Has Sound Transit considered running at grade on east side of Bellevue Way?	Sound Transit stated generally do not like to have two way on the side of road. Would like to have trains going with traffic rather than two parallel roads. Safety issue for vehicles making right turns, they do not see train approaching from behind them.
Davidson	Engineering/Design	What is other and how does it affect the K. Building.	Sound Transit stated located in C Segment.
Davidson	Noise, Environmental	Asked about light rail related noise? What are the implications of the B7 and B1 numbers?	Sound Transit stated noise impacts are number of units affected. 98 for B7 includes multifamily building by BNSF corridor. Based on FTA criteria would be exceeded. For noise impacts in Segment B we are able to mitigate below FTA criteria.



Lee	Engineering/Design	Questioned light rail terminal safety considerations. Asked what areas around station will look like?	Sound Transit stated the City's Comprehensive Plan and zoning ordinances control what occurs around the station.
Degginger	Engineering/Design	Questioned turning movements if traveling southbound on Bellevue Way and want to go into Park & Ride?	Sound Transit responded would turn in at light controlling turning movements. Any vehicles crossing tracks at any location would be controlled by traffic lights.
Davidson	Cost Estimating, Engineering/Design	Questioned business displacement?	Sound Transit stated no business displacement in B3.
Davidson	Cost Estimating, Engineering/Design	Questioned displacement associated with B7?	Sound Transit stated the B7 business displacements are associated with the new park & ride.
Chelminiak	Engineering/Design	Questioned the staging area for B3 and B7-- the Red Lion site and area across on the Surrey Downs site?	Sound Transit stated the staging area is the Red Lion and a little bit of this portion.
Degginger	Engineering/Design	Questioned tunneling techniques?	Sound Transit -- the deep bore tunnel cannot turn as sharp as cut and cover.
Davidson	Environmental	Asked if will impact Park on other side?	Sound Transit -- this will impact the Park. Full width of NE 12 <sup>th</sup> still there and rail is north of 12 <sup>th</sup> which means it is in the Park. Would replace that park acreage by other purchases which would be used as part of staging area along NE 12 <sup>th</sup> to have least or better 1:1 replacement for Park.
Chelminiak	Engineering/Design	Noted no route coming up from a tunnel at Approx NE 2 <sup>nd</sup> or north of Main Street. Why tunnel not looked at in that segment and what are the impediments?	Sound Transit stated looking at large staging areas when do a portal. Means significant property acquisition. If bored tunnel need four to five acres for staging.
Lee	Engineering/Design	Why need number of stations in downtown Bellevue? And what are criteria for siting stations.	Sound Transit major goal in ST2 long range planning was to have a station at Bellevue Transit Center and then one serving the hospital area. All alternatives have those two stations. Then, there are some alternatives that have East Main Station. Could argue do not need that one due to proximity to Bellevue Transit Center.

Balducci	Traffic Engineering/Impact	Questioned traffic impacts on surface option and two elevated and lane modifications.	Sound Transit at Bellevue's request now doing a more detailed analysis, simulation analysis. Would like to have opportunity to come back show that to you.
Degginger	Engineering/Design	Asked if construction over I-405 affects the ability of I-405 to be widened pursuant to Master Plan?	Sound Transit stated no, plans take into account future Master Plan.
Degginger	Engineering/Design	Questioned why want to build above freeway?	Sound Transit stated main attraction is that Station can be accessed from either side of freeway. Essentially adds an additional Station in the downtown area as well as the hospital area.
Bonincontri	Cost Estimating	Asked how mitigate risk and if reflected in numbers?	Sound Transit -- have attempted to reflect risk in estimated costs. The Design Team who does construction estimates assigns those design contingencies and are charged with considering the risk. In the case of tunneling, generally a larger contingency is assigned.
Degginger	Engineering/Design	Asked for risk comparison of Bellevue tunnel construction versus that under the Montlake Cut?	Sound Transit stated they are both risky in different ways.
Degginger	Engineering/Design, Cost Estimating	Asked if believe one riskier than the other?	Sound Transit stated off the cuff, not prepared to say . Not intending to imply that tunnel alternatives cannot be built, they clearly can be built. But there will still be risks associated with any tunnel alternative. Can go back to design and construction folks to get clearer answer to question.
Davidson	Engineering/Design	Asked timing of East Link compared to bored tunnel at University.	Sound Transit stated likely to start construction on East Link prior to full completion of University Link.
Davidson	Cost Estimating/Forecasting	Questioned transit oriented developed area (Bel-Red) boardings compared to South Bellevue Station.	Sound Transit stated goes back to earlier discussion that proposed Bel-Red development plan is not in forecasts. If those plans are adopted, the ridership would be higher.

		Chelminiak	Cost Estimating/Forecasting	Questioned maintenance facilities 1 and 2 identified in the D alternatives in connection with proposed zoning for Bel-Red.	Sound Transit -- when started looking at maintenance facilities locations for the Eastside, looking at it in terms of industrial area, cognizant of City's plans as they progressed to change land use in area. These are not consistent with City's plans for land use in this area. ST2 does not provide funding for maintenance facilities so is not something have to address in short term.
		Chelminiak	Cost Estimating/Forecasting	How would you propose to address our change through EIS?	Sound Transit stated EIS does discuss the Bel-Red Plan and would be helpful as part of Council's comment letter to Board to have Bellevue's viewpoint on relative desirability of the alternative maintenance facility locations to give it more of a City perspective. Did look at plan consistency and land use in DEIS. If Plan is updated and adopted prior to FEIS, we will go back redo forecast before publish FEIS.
		Davidson	Cost Estimating/Forecasting	Asked what Tacoma's maintenance facilities look like and could something like that be converted into a full time maintenance facility until we get to tying this across bridge and all issues that brings?	Sound Transit stated Tacoma Link utilizes a street car vehicle so it is shorter in length than light rail vehicles that Sound Transit will utilize. There are only three vehicles on that system and only two in operation. For heavy maintenance vehicle does have to be trucked elsewhere. That is manageable within a mile and a half system with small number of vehicles. Notion of trucking full size light rail vehicles on larger system back and forth across Lake Washington is problematic.
		Davidson	Engineering/Design	Asked if rail gauge the same?	Sound Transit stated they are the same.

2	1/26/09 ESS	Degginger	Ridership/ demand modeling	Maybe you can help me understand... So they (Sound Transit) are assuming full build out of I-405?	Staff -- We (COB) have assumed the full build out of I-405 in our downtown plan, for example, and they (Sound Transit) have assumed a smaller set of projects would be built by 2030. (Bernard Van De Kamp)
		Chelminiak	Ridership/ demand modeling	The Bel-Red land uses are not assumed, but the proposed changes in Overlake by Redmond are presumed? Is that right, or not?	Staff -- My understanding is that they are not assumed, because Redmond was in a similar situation as us. The timing was a little different, but the scale of change is not reflected for either Bel-Red or Overlake. (Bernard V.)
		Chelminiak	Ridership/ demand modeling	For the Overlake Urban Center – they (ST) have not included the Urban Center build out in their ridership?	Staff -- Not the most recently adopted Overlake Neighborhood Plan. So, there's a little bit of a gray area there, where there were some updates to the regional land use forecast that partially account for the plan change in Bel-Red and Overlake, but it's not complete. (Bernard V.)
		Chelminiak	Ridership/ demand	But, remind me, in the Redmond changes, there was significant development potential on the commercial	Staff -- I believe so. (Bernard)

			modeling	and retail side under their old zoning, (but) what happens new is, I think, more retail and commercial development but also an addition of a larger residential component, is that correct?	Staff -- I think the transformation that is in the base, as I understand it, the base land use modeling numbers they are using is much more significant in terms of the planned amount of additional growth in Overlake for a couple of reasons. One is that I think they assumed in the regional model that by 2012 (ROTH?) is no longer in place to act as a limiter on how much development could occur under the existing zoning in Overlake. Secondly, there is more density already zoned into Overlake before they did the plan update than of course there has been for Bel-Red, because we had a much more significant and really transformational change planned for the Bel-Red area. So I think in terms of this issue, I think it's a much bigger issue for Bel-Red than it is for Overlake. I think when the PSRC does update its regional plan, there will be some adjustment for both areas, but I think it will be much more significant for Bel-Red than it will be for Overlake. (Dan Stroh)
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		Davidson	Ridership/ demand modeling	<p>Seeing that the EIS process is a very formal process and has all these rules, and yet they aren't considering, even in the Draft EIS, the land use that we are about to put on within the next three months-- Does that mean we should start again, because of the formal nature of the process? Does this lie a legal challenge to the EIS because we don't have the information before us to do the EIS process? Would delaying it a year make that legal challenge more difficult?</p>	<p>Staff -- I think in the case of Bel-Red, there is a partial reflection of the land use change that they are considering over the next month. It is not a complete accounting of all of the land use change that is envisioned. What we are looking to do is have Sound Transit include all of the changes that are anticipated in Bellevue and elsewhere throughout the region to be reflected in the Final EIS, so the question in my mind is whether there would be a substantial enough change that would affect the selection of a preferred alignment . In Bel-Red there has been a lot of City consideration of what the effect of the 15<sup>th</sup>/16<sup>th</sup> corridor would produce, so in Segment D, the Bel-Red Segment, there is still the choice of essentially avoiding the Bel-Red area by going on 520, or keeping it central and supporting those land use changes and transit-oriented development that is envisioned by the Bel-Red plan. (Bernard V.)</p>
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		Davidson	<p>Could I follow up – (that’s) just my concern. That’s fine in Bel-Red – possibly. But in the rest of the route, seeing it goes from Microsoft to Seattle, wouldn’t that affect what the people are out there, who they are and going through what stations and what riderships, and even though it isn’t in the question, well, I see where it affects the whole system. And so, I find, that I don’t know that much about EIS’s but I just find that it leaves a big hole in a process that possibly, for one reason or another, we shouldn’t be opening up the hole and by delaying just a bit when we have actual things on the ground. I guess my personal feeling is that I’m surprised that Sound Transit is moving ahead so fast when they knew this was going on.</p>	<p>Staff -- We are working to address the issue, and the sequence will have to be, we adopt our plan, then we have to work with PSRC to adopt new regional land use forecasts, because it’s all based on a regional model that says the regional growth is going to go somewhere within the region, so there has to be some amount of re-distribution of regional growth into the Bel-Red area. So what we’re working to is to get that incorporated into the Final EIS, so that that adjustment (is) based on our adopted plan, which hopefully we’ll have adopted next month. Our work with PSRC on the regional land use forecasts is new input that can get reflected in the analysis in the Final EIS. So that’s along the lines of some of the input that we’re trying to do, and the sequencing of what the Council also has queued up for action in February. (Dan S)</p>
		Degginger	<p>The question is whether, in the adopted plan, we have would in fact create new impacts on the environment, because it’s an environmental impact statement, whether the changes in ridership would in fact create additional environmental impacts that would need to be mitigated. If it doesn’t, then it may not face any challenge. If it does, then the question is, do they have to provide some additional analysis on how that would be mitigated.</p>	<p>Staff -- I would see the potential for change would probably relate mainly to whether the mitigation elements that are proposed are sufficient to address any changes in the plans. I think this is similar to most other environmental reviews that are completed on a regular course of business, that at some point, things need to be frozen, and move forward from there. There’s always going to be change, so we try and go back and analyze those to see if there’s any additional mitigation that’s required, but the actual impact to the natural environment should not change dramatically. (Bernard V.)</p>

		Davidson	Engineering/Design	But at that point, we'll have a preferred route? In the Final EIS, we'll be looking at a preferred route?	Staff -- It will be a preliminary preferred (route) for testing in the FEIS. (Dan S.)
		Lee	Engineering/Design	So the question I have for you today, if we even pick a preferred alternative, are the other alternatives still up for consideration? That if the preferred alternative doesn't work out, some of the other alignments, alternatives, would come up?	Staff -- So the process between the draft and the Final (EIS) is that the Sound Transit Board is expected to make a decision in April, on a locally preferred alternative. From there, all of the comments that are received on the draft EIS, no matter how small or big, need to be answered according to national and state law. If new information comes up, or a new alternative looks incredibly promising, there is the potential for the Sound Transit Board to hold off on formalizing that decision. Ultimately, what's scheduled for the Summer of 2010, the Final EIS will be published, and will respond to each question, and hopefully will include an update that includes Bel-Red. If there are continued flaws or some problem with the EIS, then a decision could conceivably be deferred until those are addressed. The Sound Transit Board will be reconsidering their decision that they make this April once the Final EIS is released in the Summer of 2010, before it is sent to the Federal Transit Administration for their record of decision, which formalizes the preferred alternative, ultimately. (Bernard V.)



		Lee	Engineering/Design	So as far as the record goes, all the alternatives will still be on the books?	Staff -- They will all be evaluated, yes. There's the final EIS process, and then there is preliminary engineering, and keeping in sync with the desire to move the project forward, the plan that Sound Transit has at this time is to start preliminary engineering and get design to a 30% level by approximately the Summer of 2010.. That preliminary engineering will be done on the locally preferred alternative that the Sound Transit board selects in April. The other alternatives will not be advanced to that level of design. (Bernard V.)
		Lee	Engineering/Design, Cost Estimating	My question is, relating to impact, are there risks, and are you going to evaluate the risks to these impacts. You say we can mitigate these risks, but there may be some risks that are easy to mitigate -- no matter how much it costs, it could be mitigated. Some cannot be mitigated, or some we don't want to mitigate. Are there mitigation impacts that you believe cannot be mitigated? It would be so expensive it would be prohibitive? It would not be reasonable to mitigate?	Staff -- Off the top of my head at this time, I can't think of any Endangered Species Act impacts that can't be mitigated. I know that there are some areas where there would be permanent impacts, for example on the Mercer Slough; all of the alternatives would have some impact to wetlands and park land. There are pretty clear guiding principles or techniques for mitigating those, meaning purchase private land elsewhere and use that as a wetland (an existing wetland that goes into public ownership and is enhanced). Alternatively, new parks could be established if parks are permanently impacted. Off the top of my head I can't think of any that are articulated in the EIS that cannot be mitigated at all. (Bernard V.)
		Lee	Engineering/Design, Cost Estimating	Maybe your analysis can give us an idea of the degree of risk (how challenging), so that we can understand what we have to decide, as a policy, is something that we would be more likely to mitigate than other things. Would that something be possible? Or is reasonable?	Staff -- I think inherently there are the big tradeoff decisions that if you go one route, you incur a certain set of impacts that can be mitigated, versus another set of impacts that can be mitigated. (Bernard V.)

		Davidson	Environmental	Along these same lines, does the Federal government have rules that say, when it comes to historic parks and historic lands, and probably Native American land, if you have an alternate route that avoids those, those should be considered first before mitigation?	Staff -- Those issues were taken into consideration. Some of the alignments, for example, near the Winters House, sought to avoid and did incur additional costs to avoid that structure and avoid the historic impact. That's true not only for historic structures, but all other impacts, whether it's publicly or privately owned. (Bernard V.)
		Davidson	Environmental	I have an alternative that I'm thinking of that doesn't even go close to the Winters House. So why wouldn't that be a better alternative than to even deal with mitigation for the Winters House?	Staff -- That would be a policy question as opposed to a technical question. (Dan S.)
		Davidson	Environmental, Noise	You tell me that B2A, B2E, and B3 are strongest on protecting neighborhoods, as opposed to B7? Is B7 not being judged with the others?	Staff -- No, it's being judged with the others, and relative to the rest of them. B1 had the lowest, because it had the most displacements of residential. The others had few, if any, displacements. B7 is one that didn't have any displacements. I think B2E is another that didn't have any displacements. So they were all relatively close in there, but there were also some other factors that weighed in. (Mike Kattermann)
		Noble	Noise	So you're measuring impact and livability based on displacements? Is that your criteria?	Staff -- That's just one of the factors that's considered. There are some sub-bullets that are included in the packet. When we looked at that, we were talking about not just the neighborhood, but also in terms of the land use, the visual character. It's a more dramatic change for that, particularly at the north end than for the B3 and the B2A.

		Noble	Noise	So it may have some impacts for the north end for a short period of time, as compared to the bulk of B7, which goes nowhere close to any neighborhoods, whereas B2 options go across or through neighborhoods for a greater distance. Does that relative difference balance into how you're measuring this?	Staff -- one of the things we factored in is the number of homes that are impacted by construction, noise impacts and other things. B7 goes closer to more residences along the railroad track than the other alternatives do. Also, there's a greater separation, for the B2A and the B3, there's more of a separation there; there's a buffer along 112 <sup>th</sup> , and they're lower profile through there. The B7 is also a higher profile at the south end and at the north end. The south end is less of an issue for the residential, but it displaces more businesses down there that are part of that neighborhood. Part of it may be the definition of neighborhood that we're looking at. We're using this in the context of that area and treating it as a neighborhood; granted, it might be a different type of neighborhood than what we're looking at along the other alignments. (Mike K.)
		Noble	Noise, Engineering/Design	Business neighborhood?	Staff -- We're talking about taking out four businesses that would change the character of the north end of 118 <sup>th</sup> there. (Mike K.)
		Noble	Noise, Engineering/Design	I just don't see it go through any neighborhood.	It runs along behind the condos and apartments that are between 118 <sup>th</sup> and the railroad. It doesn't displace them. (Mike K.)
		Davidson	Noise	My question is, is it relative noise, or just noise? And is there more noise there, because that's what the evaluation shows.	No staff response
		Chelminiak	Engineering/Design	I heard your comment about neighborhood character and B2E, B2A, in reference to the alternatives that run on 112 <sup>th</sup> , elevated would be less in character with the neighborhood than the at-grade. Did I miss that? ...I thought that's what you were attempting to say...	Staff -- That's part of it, yes. (Mike K.)

		Chelminiak	Engineering/Design	Since there are a number of alternatives that run there, I would like a discussion of those alternatives, along the B2 and B3 routes, and how they affect neighborhood character...	Staff -- This is an Initial Policy Screening. We're still sifting through the Draft EIS and looking at all of these. (Mike K.)
		Lee	Ridership/demand modeling	How does it (B1 connection) become stronger than B7 connection, wherever the north connection is?	Staff -- There are a couple pieces to that. One is the regional connection -- it is somewhere to somewhere -- Bellevue to Seattle-- and all of them do that. There's also the aspect of the connection in terms of overall system ridership, so it's related to the ridership as well. (Mike K.)
		Lee	Ridership/demand modeling	Ridership between Bellevue and Seattle?	Staff -- Just the system ridership, as it is affected by each of these. That one has the lowest...(Mike K.)
		Lee	Ridership/demand modeling	Explain what you mean by system ridership.	Staff -- There are two numbers that are looked at, the boardings at each individual station, and then the system ridership, but an aspect of that is also the connection to the rest of the regional system. And, as we heard described a couple of weeks ago, the B7 alternative with a Park & Ride at 118 <sup>th</sup> has fewer connections to the regional bus system. (Mike K.)
		Bonincontri	Engineering/Design	...I don't think that was actually in the DEIS - any future development of the BNSF right of way?	Staff -- There was an assumption that a trail would be there, consistent with plans, but there was not consideration of future commuter rail or other lines. (Bernard V.)
		Bonincontri	Engineering/Design	A bike trail on BNSF is included in the DEIS?	Staff -- Correct. (Bernard V.)

		Bonincontri	Ridership/ demand modeling	And could you remind me, isn't the ridership on the north/south a lot higher than the east/west? In terms of demand?	Staff -- From the transit perspective, we have seen differing models that all predict that the east/west movement would be substantially higher than the north/south movement. ...We're seeing something in the neighborhood of around 50,000 trips a day across the lake ...it varies according to where you are in the north/south, but in the most concentrated areas, it would be more in the 20,000 range, say between Factoria and Kirkland, so including the Bellevue segment. (Bernard V.)
		Bonincontri	Ridership/ demand modeling	What about the transit route, the Bothell down to Kent? Coming north/south to connect to the rail system, or the light rail?	Staff -- the overall Eastside ridership north/south ranges--the closer you get into downtown Bellevue, the higher it gets, so if you look at it segment by segment, it kind of builds up, and it's the highest in the central Eastside, so kind of Kirkland to Factoria area is about the highest ridership on a north/south line, and again, significantly less than the east/west connections. (Bernard V.)
		Bonincontri	Environmental	(On environmental impact) Right now, we have B7 taking up the most land and that's why it has the highest impact? But I'm hearing the quality of the land that's taken is not necessarily the same as the other alignments...	Staff - Re: the lower rating for the B7 on environmental impacts, it's not just the acreage, but it's the construction, because it would require a construction road through there, so it's temporary as well as permanent impacts...(Mike K.)
		Davidson	Engineering/Design	As I recall, you said in this EIS, it didn't consider 405 BRT?	Staff -- Not entirely, no. (Bernard V.)
		Davidson	Engineering/Design	Well, wouldn't the one on SE 8 <sup>th</sup> (provide) better access for BRT on 405 than going down I-90 and trying to get there?	Staff -- The concept for 405 BRT that was developed during the 405 Master Planning effort was to have a system that would have 10 stops serving all the activity centers along the 405 corridor. Those routes would all be focused on downtown Bellevue, so they would use the Bellevue Transit Center, where the ridership on the line is the highest, so it would not envision a stop at SE 8 <sup>th</sup> . (Bernard V.)

		Davidson	Engineering/Design	Can't things change, if you happen to put the Park & Ride someplace else?	Staff -- There are some fundamental issues here that need to be thought of if the 405 BRT system was to divert at SE 8 <sup>th</sup> , it would resolve with out-of-direction travel. If downtown Bellevue is your best market, the sensitivity of riders is very high to added delay. (Bernard V.)
		Degginger	Engineering/Design	What's the width of 118 <sup>th</sup> Street?	Staff -- probably in the 45 or 50 foot range per width on average. (Bernard V.)
		Degginger	Engineering/Design	How many buses move up and down Bellevue Way and access the Bellevue Transit Center?	Staff -- I would hazard a guess of ten to twelve routes... (Bernard V.)
		Degginger	Engineering/Design, Environmental	How expandable is 118 <sup>th</sup> Ave?	Staff -- You would certainly be getting into some slope issues, wetland issues, park issues, if 118 <sup>th</sup> was to be widened. (Bernard V.)
		Degginger	Engineering/Design	Why is that (C3T) moderate as opposed to the others? I don't think it's moderate to lose a whole park.	Staff -- As far as protecting the neighborhood? (Mark K.)
		Degginger	Engineering/Design, Noise	No, on the construction impact. I'd say that was a pretty severe impact.	Staff -- Potentially, yes, it would be, if it was Surrey Downs Park, and that one does affect the McCormick Park, so that one might be a little stronger. (Mike K.)  I would add to that the relative construction impact there is on the bored tunnels-- it would isolate the impacts in two locations, the portals, so there would be big impacts in those areas; however the overall construction impacts relative to C1, there would not be the cut and cover that would impact downtown streets more substantially. (Bernard V.)

		Degginger	Engineering/Design	And you don't have a staging area quite as large as you do on a bored tunnel, correct?	Staff -- That is true. ...Depending on how that cut and cover construction is operated, there would be impacts to some of the major arterials, either in isolated locations, half the street, or the entire street, from an overall downtown transportation system consideration, I think the impact of a cut and cover would likely be higher than isolating those impacts at the portals. (Bernard V.)
		Degginger	Engineering/Design, Traffic Engineering/Impact	Wouldn't there be more truck traffic movements to move the spoils on a deep bore tunnel as opposed to a cut and cover, because it's not as deep?	Staff -- you may be removing more material with a cut and cover because you do need to excavate down the 30 or 40 feet, rather than just boring the hole. So there could be a greater volume, I would have to go back and look at the actual number of truck trips. (Bernard V.)
		Degginger	Engineering/Design	Isn't it true with the cut and cover, with both scenarios, you'll have cut and cover for the station itself?	Staff -- That is true, yes. (Bernard V.)
		Degginger	Engineering/Design, Traffic Engineering/Impact	...basically saying the at-grade and the elevated options are not ...consistent with policies. With respect to the at-grade, that's primarily due to the interference with the existing, well, the surface transportation that we have at this point?	Staff -- We believe that some of the major issues there with the transportation system is that it does take away some of the existing street capacity, although it would be reconfigured to be a one-way couplet. However, it would really take away from some of the future flexibility, and the limit of the EIS is 2030. When we get into at-grade and downtown with such a constrained environment, we know that we have some significant restrictions from our Downtown planning effort and the at-grade alternative is really viewed as, as the system builds, the limits of the DEIS analysis, it goes beyond that, and to think about as train frequencies increase and as the rail system is expanded...we're pretty nervous about what those long term impacts might be. (Bernard V.)

		Chelminiak	Engineering/Design	(regarding businesses and residences displaced for each option) I would just like to see that plotted on a map.	Staff -- There are very detailed maps in Appendix G2 that highlight all of the parcels that would be potential takings.
		Chelminiak	Engineering/Design	Does it (tunnel) actually go into any of the occupied residences?	Staff -- I can't say with 100% certainty that it would not hit any that are occupied as a residence.
		Chelminiak	Engineering/Design	What about McCormick Park?	Staff -- McCormick Park, again it depends on the alternatives, if it was a deep bore tunnel on 108 <sup>th</sup> , it would transition from being in a tunnel near the west end of the park on 108 <sup>th</sup> . It would essentially slope as it went east to cross over 112 <sup>th</sup> , so there would be a long transition there. In order to do the tunnel construction, they would need to use all of the park, and acquire some additional homes to the north in order to accumulate enough land to have a staging area. If it was elevated on 110 <sup>th</sup> , there would be a lesser impact to McCormick Park in terms of square footage, although it would be elevated the entire distance. The at-grade would have some impact to McCormick Park, where it would be double track east of 110 <sup>th</sup> and single track west of 110 <sup>th</sup> to 108 <sup>th</sup> , so there would be impacts there as well. If there were acquisitions of homes to the north, that would be something that would need to be negotiated, as a mitigation tool to make up for the lost park land. But I'll get you the specifics. (Bernard V.)



		Davidson	Engineering/Design	C1 kind of put a tunnel in the middle of Bellevue Way. Can you put a tunnel in the middle coming down Main Street, so you take out the two middle lanes for the tunnel, rather than taking out properties? So you'd have one lane of traffic going around, and the tunnel, much the same as what you were thinking about on Bellevue Way.	Staff -- On Bellevue Way, there would be significant widening of Bellevue Way in order to make room for the light rail tracks, so generally 30 feet.. The widening and most of the impacts there is due to trying to preserve all of the traffic lanes and make room for rail. That was not studied on Main Street; it could be done, conceivably, but it has not been studied. You would end up with the same scenario, where you do not give up street capacity to make room for rail, so there would need to be some direction there, whether to convert some lanes to rail, or widen, if that's something you are interested in looking at.
3	2/02/09 PH			No Council discussion, just Public Hearing.	
4	2/09/09 ESS	Davidson	Engineering/Design	Why don't we consider putting the station on there? and then bringing the station straight down over the corner that we can use of the park and ride and up the fronted grove, and not bother any more wetlands and so forth? And have an overpass over 118 <sup>th</sup> and have your back parking on one side, overpass on the other and an elevated station as it comes down the hill just to the south of that picture? Has anyone looked at that?	Don Billen response.
		Degginger	Engineering/Design	In terms of programmatic requirements for the park and ride, how many acres of the site do you need in order to construct the parking structure?	Don Billen - partial response
		Davidson	Engineering/Design	Did you have conversations with the Greenbaum's before you recommended this particular design?	Don Billen response

Noble	Engineering/Design	You're earlier discussion about the bus connections to the South Bellevue Park and Ride that you showed us earlier and the connections to the station at 118 <sup>th</sup> to SE 8 <sup>th</sup> ...reminiscent of the presentation you gave us a couple of weeks ago...it seems to me that the straight answer to all of that is to relocate the South Bellevue Park and Ride lot closer to the freeway, so that lightrail can hit that station and then continue to the east and then circle around on the BN right of way and then hit another good sized park and ride lot at SE 8 <sup>th</sup> . I've always been an advocate of park and ride lots, and two of them are good sized. Was any consideration give to actually moving it to some location closer to the freeway? I grant, looking at the map, it would be difficult to find a spot, but I'm just wondering if any consideration was given to that?	Don Billen response
Degginger	Noise	There are some concerns raised by people that live near the BN tracks about the proximity that the lightrail would run near them, and I guess my question is are there places on the system right now where there are similar impacts, or are you endeavoring to stay farther away from residential units than is contemplated there?	Don Billen response
Chelminiak	Noise	Could you just explain a little bit more about your statement that the noise wall is between the apartment and the lightrail guideway? In other words, there's been a sound wall built and the guideway would go around the opposite side of the sound wall. Does it have to go through the sound wall and take out the sound wall, or what did you mean by that?	Don Billen/Sue Komis -response
Davidson	Engineering/Design	On the 118 <sup>th</sup> side did you consider doing grade separate access to leave some of the bottleneck and congestion?	Goran response

Bonincontri	Engineering/Design	Can you give me the approximate time from like certain transit centers, like Renton to either the SE 8 <sup>th</sup> or South Bellevue based on what our services are? And also if we do put lightrail in, are we going to stop the service from say Issaquah to Seattle, or are those still going to go through? Do you have any idea how that is going to be handled?	ST staff response
Bonincontri	Engineering/Design	So when eastlink comes into effect you would keep both of those options of bus service also?	ST staff response
Lee	Noise	On the B7 route, the rest of us are concerned about some noise problems and so on, what other mitigation can be made to make life better or easier besides the noise level that you've been looking at how tall you can go or whether it's adequate or not. I don't know whether or not DOT is doing for them, but I'm just wondering if there are things you can think of?	Don Billen response
Davidson	Ridership/demand modeling	Do we know what the boarding is for the 550 at the South Bellevue park and ride?	Don Billen – partial answer. Will come back with more information.
Chelminiak	Cost Estimating	How can that be handled within our comment letter. I believe it is not accounted for in terms of the cost, but I for one would like to see us include that in the comment letter. But...	Bernard VandeKamp/Goran response
Chelminiak	Engineering/Design	Could you just discuss briefly again how the elevated versus the at-grade might fit into this issue that we have struggled with in terms of that imprint of the 16 <sup>th</sup> corridor and the alignment. It's one that tears at me because I'm really just not in favor of having the elevated type structures and yet we're rebuilding essentially over a number of years that area so it could be accommodated around it. But I'd be curious from a transportation and planning standpoint if you could give us some of the plusses and minuses.	Goran – complete answer, but said more information will be brought back as well.

Chelminiak	Engineering/Design	But isn't there a portion then that would have it above grade, or maybe I'm just missing it, and I didn't bring my large book tonight...a portion between 124 <sup>th</sup> and the 130 <sup>th</sup> ...all of that is at grade? I thought there was a portion....	Goran response
Degginger	Engineering/Design	So the at-grade alignment provides the opportunity for significant project savings?	Goran response
Davidson	Engineering/Design	Can you have a cut and cover or at least going through the project at Wright-Runstad and then coming up to the surface? I think we're all trying to deal with cutting down the width of that right of way through there. A lot of us don't like elevation as a solution, which would have a smaller footprint possibly and so I'm just trying to envision just the cut even daylighted periodically to make it feel not like a deep tunnel.	Goran response
Degginger	Engineering/Design	It would be helpful to see it in elevation rather than in plans so that we could get a feel for it. I want to get a sense how it related to the street level too.	No response
Bonincontri	Ridership/demand modeling	What contributes to the difference in ridership when the stations are so close, other than NE 12 <sup>th</sup> and 6 <sup>th</sup> street, I don't really see a whole lot of difference. The routing is different, but the station locations are fairly close. So what contributes to the difference in ridership?	Bernard response
Davidson	Engineering/Design	For the C2T, has a deep bore option been talked about? Could you deep bore all the way across under 405?	Bernard response
Davidson	Engineering/Design	What happens if we come up 108 <sup>th</sup> deep bore and take a right turn, because you're below the buildings and the conflicts with the parking, take a right turn at 6 <sup>th</sup> and go through?	Bernard/Goran response
Lee	Engineering/Design	How long does the train take to go from station to station? You mentioned stations determine how fast you go through downtown. Can you give me some estimate? If you put another station there, how long is it going to be extra time for extra station? What's the difference?	Bernard response

		Lee	Engineering/Design	Does that apply to say the station at east Main, hospital station, each of those stations? It will add another minute or so, right?	Bernard response
		Lee	Ridership/demand modeling	However having a station would actually increase ridership also, because you are probably assuming each station attracts people to go there. So it's kind of cancel each other out? When you make your numbers?	Bernard response
		Chelminiak	Engineering/Design	If you wanted to get another station far more into the core of downtown using the C2T you might take that, and maybe I just ask, take the Main Street station that's shown here and maybe move that as an underground station at say 108 <sup>th</sup> and NE 2 <sup>nd</sup> , or that would be actually Main Street. Is that out of your concept of moving that over? I agree with you wholeheartedly about....	Noble - partial statement. No other response.
		Chelminiak	Engineering/Design	Those are the two approaches from either B7 or B3, correct?	Bernard response
		Davidson	Engineering/Design	Is the elevated going to be on the east side or on the middle of the right of way? I'm a little concerned about the length going along the sensitive areas on the east side...nothing would be in the setback area that we would consider for any wetlands, so...	Bernard response
5	2/17/09 SS	Recap question from last week	Engineering/Design	Re: Segment B alternatives - construction impacts?	Staff - Much of this is yet to be determined. City does have a hand in determining what type of construction methods could be used, hours of construction, and so forth. (BVDK)
		Recap question from last week	Engineering/Design, Cost Estimating/Forecasting	Park & Ride capacity? Have these been sized appropriately in South Bellevue?	Staff -- Provided table from Transportation Report, which is supportive material to DEIS. It shows South Bellevue P&R sized to approx 1,475 stalls, (increase of 950 from current). Demand projected for 2030 is approx 100 more than that, based on models.

					B7 with station at SE 8 <sup>th</sup> and 118 <sup>th</sup> sized with 1,030 stalls – demand being projected for 2030 is about half of its capacity of 460.
		Recap question from last week	Cost Estimating/Forecasting	Do East Link projections and assumptions include new Bel-Red plan?	Staff -- No - final plan for Bel-Red has not been adopted by Council, so not incorporated into East Link ridership numbers. East Link's forecasts build off land use and other factors, so the plan will change projections.
		Recap question from last week	Environmental, Engineering/Design	Visual impacts?	Staff -- ST followed federal guidelines on this. City staff disagrees with many of the ratings, however.
		Recap question from last week	Environmental	Parks and natural areas?	Staff -- Permanent and temporary impacts to many of the parks and wetland/natural areas. Will be further studied.
		Recap question from last week	Engineering/Design, Cost Estimating/Forecasting	Transportation?	Staff -- EIS engineering assumed full build out of 405, consistent with master plan. However, some of the transportation demand modeling assumed a smaller set of projects, what they are calling funded or reasonably foreseeable. So there are major differences between East Link findings and City's Downtown Plan (because City assumes a much different transportation system).
		Recap question from last week	Environmental	Mitigation?	Staff -- Will get into that more in tonight's presentation. Something that ST has spent some time on. However, for Segment B, City staff feels not enough emphasis on mitigating back to no-build condition (meaning they did not find a way to deal with all of their impacts). Needs more work in FEIS.
		Recap question from last week	Engineering/Design	About possibility of moving So Bellevue P&R?	Staff -- Staff looked at that. Problem with moving station has 3 constraints – residential on west side of Bellevue Way, parks and wetlands to east, can't move south because of freeway geometry.

		Recap question from last week	Environmental, Engineering/Design	Possible mitigation measures for dealing with construction at So Bellevue P&R?	Staff -- Maintain existing capacity as much as possible by leasing existing under-utilized parking that might be available in corridor. Would also ask ST to consider phased construction schedule.
		Recap question from last week	Environmental	Environmental sensitivities (Segment B)?	Staff -- Wetlands, slough.
		Lee	Engineering/Design, Environmental	What is the situation with historical buildings/sites? Winters House? Are they absolutely untouchable? Something we should be even considering? Something we can do something about?	Staff -- not an expert on this issue, but have learned there are strict criteria for historical structures. However, has also been told it is not impossible to deal with them. State is working on these issues, also historical structure in Redmond. Challenging, but not impossible. (GS)
		Noble	Noise, Engineering/Design	B7 – outdoor noise cannot be mitigated? But B3 does not say anything about outdoor noise.  Further probing...	Staff -- Context is quite different. B7 is very close to widened 405, plus high grade. While with B3 side-running, there is significant distance from nearest residences. Have talked to WSDOT about residences along B7 – would need very high wall to protect 3 stories, and result would be walls very close to the residential structures.  Under B3 side-running, outdoor noise impacts are not triggered from a federal regulatory perspective. B7 does trigger federal regs.
		Noble	Engineering/Design	B3, same chart, talks about reduced construction impacts because it eliminates street rebuild. Would Bellevue Way still be impacted possibly by lane closure? Or otherwise? You're not saying there would be no impacts, are you?	Staff -- There would certainly be impacts. Median-running B3 would lose minimum of 2 lanes of Bellevue Way for extended construction period. Side-running appears we could keep min of 3, maybe 4 lanes, open for most of construction period.

		Noble	Engineering/Design	Has any thought been given to adding lane on Bellevue Way; seeing this as opportunity for the City to add a lane?	Staff --- Back in 2002-2003 related to DIP work, Council gave direction to not widen Bellevue Way. Now, have only looked at within context of mitigating construction impacts between 112 <sup>th</sup> and I-90 (HOV lane only, southbound).
		Balducci	Engineering/Design	Questions about process, mitigation ideas, etc. How to influence ST to consider modifications, etc?	Staff -- Chronic dilemma of making decisions without a lot of detailed analysis. City Council can make recommendations/requests to ST Board. Both ST Board and City can change their mind once they have better information. 2 <sup>nd</sup> point -- City staff has told ST that they want to continue to be involved as move into prelim engineering.
		Balducci	Engineering/Design, Traffic Engineering/Impact	What are additional impacts due to the City's requests for specific traffic mitigation? [referring to adding lanes, expanding road capacity at SE 8 <sup>th</sup> /118 <sup>th</sup> , if B7 option used)	Staff -- noted that staff talked about this today and last week. Reviewed potential modifications and consequences. Might be possible to widen part of 114 <sup>th</sup> . Property takings, at least to parking lots, etc., very tight area. (GS)
		Balducci	Engineering/Design, Traffic Engineering/Impact	What about B3, same question?	Topography is in our favor, in terms of some of the grade separation work. Described property impacts if southbound Bellevue Way widened. Probably other impacts yet to be identified, but don't expect anything as huge as with B7. In this area (B3), compared to B7, working on the dry side, don't have fish ladder, etc.
		Chelminiak	Ridership/demand modeling	B7 would build 1,000-stall P&R at 118 <sup>th</sup> , but by 2030, the most cars in there at any time would be 460?  And overall system ridership of B7 is slightly less? Where are those riders boarding?	Yes, that is info in DEIS.



					B7 – fewer boardings in segment, but more boardings at Transit Center. Would push some trips from So Bellevue to Mercer Island.
		Chelminiak	Cost Estimating/Forecasting	<p>2030 traffic conditions – B7 mitigation #1? Where exactly are delays?</p> <p>And that’s with the possibility of doing some mitigation there?</p>	<p>Delay only at SE 8<sup>th</sup> and 118<sup>th</sup> intersection.</p> <p>Yes, still tight to do. Delay could be as high as 12 minutes at intersection.</p>
		Chelminiak	Traffic Engineering/Impact	<p>Intersection affected by delay on So Bellevue is at the P&amp;R?</p> <p>Have you modeled the Y in road? (“that would be good to know”)</p> <p>Mitigation could potentially improve/lessen delays compared to no-build?</p>	<p>Yes.</p> <p>No.</p> <p>Yes, sometimes by as much as 200+ seconds.</p>
		Bonincontri	Engineering/Design	B3 Side-running, takes 30 feet of Mercer Slough side?	Have taken rough, high level look. Appears can get 30 feet. However, probably some spots are very tight. Might need more space for construction; 30 feet is requirement for permanent installation. Much more work to do.
		Lee	Engineering/Design, Environmental	<p>No need to widen Bellevue Way? Looks like would have to expand for B3 Side-running.</p> <p>Does that get into wetland?</p>	<p>With side-running, would leave Bellevue Way as it is now. Median-running would require much more significant modifications to road.</p> <p>Varies. East side of Bellevue Way is mostly park land; don’t have exact delineation of wetland. There is a significant dry segment. Needs more analysis.</p>

		Lee	Engineering/Design	B7 – 118 <sup>th</sup> a new road? Would need to rebuild?	SE 8 <sup>th</sup> St is relatively new, on geofoam, so concerns about how would widen. 118 <sup>th</sup> is fairly new, built on solid ground, but area is so tight between 405 and wetlands/creek that not sure could widen the road. Also 405 ramp, detention facility issues, etc.
		Deggenger	Traffic Engineering/Impact	Noted traffic during rush hour that uses 118 <sup>th</sup> southbound. What effect would B7 have on that?	Have not run operational analysis for 118 <sup>th</sup> to the south of SE 8 <sup>th</sup> St. As go south on 118 <sup>th</sup> , bottleneck develops at Coal Creek Parkway/I-405 juncture. Lengthy queues now, so we know there would be impacts.
		Bonincontri	Traffic Engineering/Impact	Mitigation on B3 on Bellevue Way – grade-separated option?  What about grade-separated from Y?	Left turns out of P&R would be in culvert, then climb up and rejoin southbound Bellevue Way.  Refers to potential for left turns into P&R from southbound Bellevue Way, on grade-separated lane in culvert as well.
		Bonincontri	Traffic Engineering/Impact	Question about how the impacts assoc with B alternatives will be calculated, and how would mitigation responsibility be determined?	BVDK – Explained that analysis would determine impacts related to light rail project, as compared to impacts of just improving Bellevue Way to address existing congestion problem.  GS – Possible that ST’s mitigation would take to a certain point, but that Bellevue would take mitigation farther due to broader system benefits from the City’s perspective. That will be a Council decision.
		Noble	Engineering/Design, Traffic Engineering/Impact	Do we have to get rid of 550 bus route that currently travels on Bellevue Way? If B7 route, would they eliminate 550?	Staff’s understanding is that 550 would be eliminated, due to the regional nature of route. He noted that it is the only bus on Bellevue Way between I-90 and downtown, so perhaps a new route would serve Bellevue Way.

6	2/23/09 ESS	Bonincontri		Would this alignment take out an on or off ramp from I-90, with the elevated sections coming off?	Staff (GS) clarified that because it is elevated it would come over and come down to catch its grade north of I-90, and that actually preserves existing HOV access.
		Bonincontri		So both east and westbound HOV are?	Staff (GS) – in any of the scenarios that go through, we would lose the eastbound HOV, and that is because of the column placement to support the new bridge over the interchange. Westbound, which is a higher volume, would be preserved, unless you used both of those ramps for at-grade, which is also under consideration. The traffic impacts, there's about a 10-12 minute travel time savings for buses and carpools with the westbound HOV ramp in place. Losing eastbound is not as big of an issue due to changes that can be made on east channel bridge to get rid of bottleneck. Not considered a significant impact on traffic for traffic going eastbound on I-90, northbound on Bellevue Way – that direct access ramp would be lost, and would not result in a major impact.
		Davidson	Traffic Engineering/Impact	One study showed 390 in 118 <sup>th</sup> Park and Ride in 2020, but there would be 1,180 in the (South Bellevue?) Park and Ride. Why did you guys get so excited about the congestion at SE 8 <sup>th</sup> ? I went thru there tonight and there was only 3 cars waiting at the signal. You never mention getting off at the end of Bellevue Way, from South 405, from North 405, and coming in from the west on I-90. Nobody's mentioned that bottleneck.	

		Noble	Traffic Engineering/Impact	Back to SE 8 <sup>th</sup> and 118 <sup>th</sup> – Questioned whether this mitigation is do-able?	Staff (GS) described a number of problems at the intersection – narrow area left after expansion of 405, and this remaining section between ramp and 118 <sup>th</sup> is being used as detention facility (under construction). Other problems related to this signal w/in <u>system</u> of intersections, constrained due to wetlands, impacts to Greenbaum's. He reviewed potential mitigation packages identified by staff. Still lengthy delays, which would discourage park & ride and light rail usage.
		Noble	Ridership/demand modeling	Does modeling assume only around 400 people using park & ride lot?	Staff – That is correct. Further response is that congestion will get worse.
		Noble	Engineering/Design	Is this flawed or not? Can it be done realistically? Economically? Efficiently? Or is it so way out there on a limb that it's challenging with a capital C? That's what I really want to know.	Staff – Has troubled staff enough to brainstorm other locations for park & ride that would be more flexible to avoid problems on 118 <sup>th</sup> . Looked at pushing P&R south. Looked for other places along alignment and could not find any. Even thought about shifting line to east of 405 – might be some options there, but costs would be exorbitant, probably adding hundreds of millions of dollars to project. Then, challenge of taking light rail across 405 twice. If he was in charge of widening intersection to acceptable level of service, he would decline that assignment.

		Noble	Engineering/Design, Traffic Engineering/Impact	Could grade-separated or tunneling be used here to help intersection to work better?	Did have brief conversation about that. Problem of this location, compared to 112 <sup>th</sup> and Bellevue Way, is how tight it is. Very little space between the different intersections. As start to grade-separate, you sacrifice some movements. Would need to eliminate certain right and left turns at intersections, in order to work. Also, dealing with groundwater and Sturtevant Creek. Not much more dry land on Bellevue Way, but some more dryness – 5-10 feet better there than at 118 <sup>th</sup> , which is enough for substantial difference in ability for grade-separated movements. Biggest constraint at 118 <sup>th</sup> location is physical separation, or lack thereof.
		Noble	Engineering/Design	Any styrofoam in that area?	Yes, recalled that SE 8 <sup>th</sup> St. road is built on geofoam block, so road floats on the slough. Building concrete structures for grade separation presents considerable issues related to settlement, along with significant cost factors. Problematic issues related to differential settlement of all of the structures.
		Chelminiak	Engineering/Design	On B7 route, have you looked at potential for any place else along route to have a station, and one that would have significant parking?	Staff – we have had that conversation, but there really are no places. Also reminded that problem is 118 <sup>th</sup> as well, due to road capacity of 2-lane road. Possible to shift to east of 405, but very high costs. If shift to Red Lion site, for instance, that shifts traffic toward downtown, which is opposite of what trying to do with light rail.
		Chelminiak	Ridership/demand modeling	The numbers that you discussed during Mr. Noble's questions – those are based on Sound Transit usage of that proposed P&R, not <u>full</u> usage of that P&R?	Staff – That is correct.

		Balducci	Engineering/Design	Re: slide that showed mitigation concept on B3, with dotted line where B7 would come in. So the line all the way to the left is the B3 as currently exists in DEIS? What is configuration as turns from 112 <sup>th</sup> to SE 8 <sup>th</sup> ?	Correct. Series of possibilities – could be elevated, and then at-grade to south of there.
		Balducci	Engineering/Design	Re: visual and noise impacts - For a good portion of route, the impacts to Bellevue Club and Surrey Downs will be the same as for B7? How would it look to the south from neighborhood side?	Staff – There have been some design visualizations to the south of SE 8 <sup>th</sup> that show the different configurations either at-grade or elevated. I could try and pull it up off the drive here and see if we could get on computer. But none have been produced recently to show the new (B3) side-running concept. But they would be the same general profile at the grade of 112 <sup>th</sup> .
		Balducci	Ridership/demand modeling	B7 ridership? Why is ridership lower than B3?	B7 ridership from SE 8 <sup>th</sup> to I-90 is about 1,000/day, according to Sound Transit. Alternatives serving South Bellevue P&R are 4,000-4,500. Reason is existing transit service using that P&R, and the total size/capacity of P&R at South Bellevue after expansion. 118 <sup>th</sup> station would not be convenient to bus access. Total system usage is highest with usage of So. Bellevue P&R.
		Bonincontri	Traffic Engineering/Impact, Engineering/Design	Have we ever considered mitigation, instead of using the local streets, having sort of (vehicle) flyoff ramps directly into a P&R? Vs. having people exit and then go on the local streets to access that P&R, since the P&R is so close to the freeway?	GS – Problem is extensive design requirements in terms of separation (high speed environment on 405, plus need for appropriate acceleration and deceleration length on flyoff ramps, etc). Also geometry constraint with 405 through this corridor.
		Bonincontri	Traffic Engineering/Impact	Are Sound Transit's traffic mitigation numbers based on light rail ridership or on full usage of the P&R?	Staff – Not certain of Sound Transit's assumptions (in terms of number of vehicles assumed during a given travel period).
		Degginger	Engineering/Design	Seeking to clarify his understanding of staff's work – which was that staff would study both B3 and B7, and ways to mitigate both.	Staff – yes, staff looked at any and all ways of addressing traffic impacts on both alignments, and did not limit discussion in any way. Staff threw all ideas onto table for their consideration.

		Lee	Engineering/Design	Asked for clarification about 2 P&R locations?	A benefit of using South Bellevue Park and Ride is that the vehicle traffic does not interfere, as much, with traffic going in and out of downtown. If P&R is closer to downtown, arterials become clogged.
		Davidson	Traffic Engineering/Impact	Has staff driven Bellevue Way at traffic hours, or watched the actual traffic patterns?	
		Balducci	Engineering/Design	Re: C Segment – can boring technology be used?	GS – Re: bore vs cut & cover, much engineering work to be done. C2T does not have to be cut & cover. Elevation on Main St would most likely allow boring operation, but question becomes cost effectiveness (needs more analysis).
		Lee	Traffic Engineering/Impact	With C2T, if use NE 6 <sup>th</sup> to go east, how will we mitigate traffic impact? Or will there be traffic impacts?	Would require reducing current 5-lane cross-section to 2 through lanes, one in each direction, or perhaps 3 lanes. There would likely be restrictions on Meydenbauer Center and possibly Bravern project, and City Hall as well. Would mean no left turns for certain segment.
		Noble	Engineering/Design	Procedural questions – None of the routes we’re discussing are in DEIS. What is the effect of that? Wasting our time? Shooting ourselves in the foot?	Degginger – Feels the City has identified issues that it expected to be addressed in DEIS, but they were not. (e.g., construction impacts, traffic impacts) Need to maintain dialogue with ST, and determine whether we want ST to pursue other options, etc.  SS agreed that none of the proposed alternatives are fully acceptable to the City.
		Noble	Engineering/Design	Is there any interest in requesting supplemental EIS to further study B3 and B7 routes? Or can we reach sufficient consensus based on what we know now?	Degginger – Would it make sense for us to offer comments on the modifications that we have proposed? He thinks yes. Would it procedurally require a supplemental EIS to do that? He doesn’t know answer.

					GS - Have not had that conversation with ST (which is the responsible environmental party on this project). He reminded that EIS process is disclosure process, not a decision-making process. Could do additional engineering work but not certain need supplemental EIS to fully disclose impacts.
		Lee	Engineering/Design	Why don't we take the B7 and go right through BNSF corridor until it gets to NE 8 <sup>th</sup> ? And then make a connection into Bellevue - maybe at NE 8 <sup>th</sup> and 405? or BNSF could be good transit hub.	
7	4/13/09 ESS			Very brief update; no questions.	
8	4/27/09 ESS	Lee		Referring back to previous discussions about a B7 station at SE 8 <sup>th</sup> and 118 <sup>th</sup> SE, he expressed an interest in further analysis to determine whether a station at SE 8 <sup>th</sup> St and 118 <sup>th</sup> is truly not feasible/not realistic.	SS said staff will continue to evaluate all ideas that are proposed, including from residents and the community.
9	5/11/09 ESS	Noble	Engineering/Design	Did we send the letter about a tunnel for Segment C?	No, will send again to Council tomorrow, seeking concurrence. Would like to get letter to Sound Transit Board by Thursday.
10	5/18/2009	Davidson	Cost Estimating	Was there any discussion (at Sound Transit Bd meeting) of why we should pay for half of Segment A in Seattle?  Yes, I'd be curious as to exactly who is paying what.	BVDK - No, not discussed last Thursday. His understanding is that Rainier Ave station would be paid by North King Subarea, and balance by East King Subarea. We can confirm that.
		Chelminiak	Engineering/Design	(Re: City's recommendation adopted in part by ST Board...with modifications requested by WSDOT...B3 Side-running.) Which side of the Bellevue Club? Through the parking lot, or along 112 <sup>th</sup> ?  Not the route that would go up 112 <sup>th</sup> ?	On the east side of the parking lot; straddles easternmost portion of Bellevue Club property.



					No, this route would go on side of 112 <sup>th</sup> , coming from Bellevue Way, and would leave the 112 <sup>th</sup> ROW just south of SE 8 <sup>th</sup> St, and veer to NE. And go elevated at that point.
		Davidson	Environmental	Are they planning to go over wetlands?	Yes, conceptual design does not hit any buildings, is elevated over SE 8 <sup>th</sup> and SE 6 <sup>th</sup> , remain elevated and go past buildings.
		Davidson	Engineering/Design	Will it go through the middle of former Doubletree/Hilton hotel? How is it getting around hotel?	At the north boundary of the Bellevue Club property, at easternmost portion of that property, it would continue to NE and go around east side of Hilton, between hotel and 114 <sup>th</sup> Ave (elevated).
		Davidson	Engineering/Design	C3T?  So it doesn't make the turn and come up 6 <sup>th</sup> ?	All (tunnels?) enter downtown from Red Lion site. C3T includes 2 cut & cover portions – one under Main St, and again 108 <sup>th</sup> and NE 12 <sup>th</sup> . Correct.
		Lee	Traffic Engineering/Impact	Directed by whom to do street traffic analysis?	Sound Transit Board.
		Davidson	Engineering/Design	Does East Main station on Red Lion site reach our vision of how things are going to develop? Does that mean that within the circle of that station we're going to have land use changes? Or is it just the station?	BVDK – At this point there are no land use changes envisioned, nothing proposed. The East Main station was part of B3 alternative that is being carried forward.
		Davidson	Cost Estimating	They've been working on funding for Seattle tunnel for 13 yrs. Why do we have to have tunnel funding in place by 2010?  What'd they say about the bridge? And is that on schedule?	No reported slippage in bridge schedule at this point. DEIS was intended to be released in late 2008 and it was, so now working on FEIS.
		Chelminiak	Cost Estimating	So the resolution says that Bellevue needs to identify these? Does it say that Sound Transit's going to assist in that?	Yes and yes, there would be staff assistance from Sound Transit. Also states that any additional funding sources should be formally identified by the City of Bellevue.

		Bonincontri	Cost Estimating	Have issues about feasibility of light rail on I-90 bridge been resolved? Or is that still a question mark? That's also the most expensive section, right?	Correct. ST has done quite a bit of work on this with peer review panel. They have high level of confidence that they can do it. Work is underway; are developing working model to analyze expansion joint issue, etc.
		Bonincontri	Cost Estimating	What is the cost for that segment, compared to the other segments?	The cost for Int'l District to East Channel Bridge is about \$750 million.
		Bonincontri	Cost Estimating	When the C3T is advanced for further study, it's not advanced in engineering?	Believe the intent at this point is to revisit the narrowed list of options (C4A, C3T), and to advance both into engineering. By early 2010, expect engineering to be up to 15% design, will update cost estimates, etc.
		Bonincontri	Cost Estimating	And the finance plans would be based on the 15% engineering then?	BVDK - Well yes, that would be the challenge, to meet the year of expenditure requirements. GS - Also, work on C2T tunnel in response to Council questions will require additional engineering analysis as well. That is needed to answer the kind of questions we have posed. This engineering would be to 5-10% level, not 15%.
		Lee	Cost Estimating	If we are to provide financing, how can we do that if we don't have specific figures to work with? How many hundreds of millions of dollars? And at what point do we need it? How are we going to look for funding sources?	GS - We have info available in DEIS, which has cost estimates. Will update costs at 15% level. But realize this is a moving target. Will know more by end of year/early 2010.  Degginger - There could be project savings too; our staff is already working on that. Staff is working to identify potential sources.
		Davidson	Cost Estimating	So they [ST Board] didn't have answers to questions raised by the DEIS, before selecting a preferred alternative?	This is not a final decision. Launches prelim engineering, trying to hone things down. Could choose to revisit preferences.
		Bonincontri	Cost Estimating	Question about sequence of FEIS and ST Board's confirmation of Locally Preferred Alternative?	FEIS in summer of 2010; Board will not make final decision until after it has been released.

				Does FEIS have appeal period? Anything like that?	There is no public comment period. However, citizens can appeal, file lawsuits, etc. Process is largely regulated by Federal Transit Admin, which has oversight role.
11	7/06/09 SS	Degginger	Cost Estimating	Where does the \$400,000 come from? PW-R-130?	G. Sparrman: No. K. O'Neill: It is in PW-R-147. G. Sparrman: R-130 is an older account – to deal with issues around high capacity transit.
		Chelminiak	Cost Estimating	PW-R-147 has other items such as mid-block crossings, would these go away if money as used for light rail?  I am suspicious of how this money will be spent.	G. Sparrman: Purpose of the money is to update the planning horizon from 2020 to 2030; to implement VISSIM type traffic analysis and modeling tools and for more operational analysis. K. O'Neill: Great streets work has been done – this could eliminate the ability to do more. \$320, 000 out of \$400,000 will be allocated to the new CIP project (now PW-R-159). G. Sparrman: What this will not accomplish is more general non-East link transportation planning. S. Sarkozy: New CIP document will show detail of where money is being spent.
		Balducci	Cost Estimating	What is getting the money, what items are losing?	G. Sparrman: We want to create a new CIP that better tracks the money, one that has more transparency.
		Bonincontri	Cost Estimating	Is the work on finding alternative resources for the tunnel option included in this work plan?	D. Carlson: Yes
		Chelminiak	Engineering/Design	If there was a “fatal” flaw with B3S what would Sound Transit have to with regard to the other B3 options and B7? Would they have to bring them up to the 15% or 30% level of engineering or equivalent level of engineering as B3S? Would this then cause a delay?	G. Sparrman: It would be the ST Board’s decision on how to proceed. Remember that all alignment options studied will be carried in the FEIS. The ST Board would have to direct their staff to study other alignments. This would likely cause a delay as more time would be needed. Bellevue City Council should make clear what their position is.

12	7/13/09 ESS	Davidson	Engineering/Design	Why is it called a “locally preferred alternative” if it does not reflect the Bellevue City Council’s recommendation?	Locally Preferred Alternative (LPA) is a term used by the Federal Transit Administration to describe the alternative preferred by the agency that receives federal funds – in this case the local agency is the Sound Transit Board.
		Davidson	Environmental Noise	What is Sound Transit’s experience with the information in the DEIS as compared to actual performance of the system, specifically with regard to noise impacts?	Analysis for the DEIS was based on other operational light rail systems. East Link will benefit from having light rail operational in Seattle and the FEIS will draw from that experience. Will need to do more noise analysis during normal operations.
		Davidson	Engineering/Design	Council’s recommendations for B3Modified and the Downtown tunnel do not match the Sound Transit Board’s recommendation. Why is the Sound Transit Board not responsive to the public, and in particular to the Bellevue City Council which had different recommendations?	The Sound Transit Board looked carefully at all of the comments from cities and citizens on all alignment alternatives. The Board recommendation reflects strong alignment with Bellevue on most issues, in particular, station locations.
		Davidson	Engineering/Design	If the 112 <sup>th</sup> /Main station is located per the Sound Transit Board recommendation, Surrey Downs would have to be rezoned to get transit-oriented development - that is why it was recommended to move the station east or south.	No response from staff
		Davidson	Cost Estimating	Could Bellevue work together with Sound Transit to pursue federal funding for a Downtown tunnel?	No response from staff

		Davidson	Cost Estimating	If revenue is limited due to diminishing sales tax receipts, is it possible that North Link could be advanced at the expense of East Link?	Sound Move stipulated that if the alignment to Northgate was not built as part of phase 1, it should be built as part of phase 2. Currently, North Link and East Link are neck and neck in terms of timing for completion, although North Link may be a bit ahead because it has a Record of Decision. However, subarea equity applies, so there is not a choice to reallocate funding between North Link and East Link.
		Davidson	Cost Estimating	Were federal funds used for phase 1 tunneling?	<p>Phase 1 received 2 grants from New Starts:</p> <ul style="list-style-type: none"> <li>• \$500M on the initial segment</li> <li>• \$813M for University Link.</li> </ul> <p>There are plans for additional grants, and the North Corridor (to Lynnwood) would appear to be most competitive. Other federal funding sources are available for East Link, and it is expected that \$200M will be received for this project.</p>
		Davidson	Engineering/Design	Could East Link be built from east to west, considering the complexities of the I-90 bridge section?	This was considered, but rejected because of the need to have a heavy duty maintenance base, and this base is at SODO. Also ridership was a consideration, and the connection between Bellevue and Seattle was very important.
		Deggenger	Cost Estimating	Is it possible that funding shortfalls could impact the time of delivery of ST2 East Link projects?	The 2010 budget process will inform the priority and implementation timeline. The project could be modified in terms of scope and /or schedule.
		Deggenger	Engineering/Design	Will the 15% engineering work be completed in time for the public open houses?	15% engineering is expected to be complete in the Fall of 2009, hopefully in time for the open houses. There will be two rounds of open houses, so if 15% is not ready for the first round, it will be ready for the second round.

		Chelminiak	Engineering/Design	What happens, as engineering proceeds, if a fatal flaw is discovered in the preferred alignment? When would that decision be made and how much time would Bellevue have to study the alternatives proposed and influence the decision on the new preference?	A real world example can illustrate this situation. As engineering proceeded on the First Hill station, it became clear it was too risky. Staff reported this to the Sound Transit Board and recommended it be dropped. Fortunately, the FEIS considered an alternate alignment that skipped the First Hill station – and preliminary engineering had already been done. The Sound Transit Board then directed that final engineering be completed on the new preferred alternative – a little extra time was needed. For East Link, the Sound Transit Board would provide direction if a fatal flaw was discovered.
		Lee	Environmental	Sound Transit did not provide individual responses to each question or comment from Bellevue on the DEIS	No response from staff
		Balducci	Noise	Light rail trains are generally very quiet when running, and it is understandable that there may be some noise associated with turns. But why is the train so noisy on relatively straight elevated sections	It is a matter of speed. On the elevated track the trains are running at 55 mph, and with the faster speed comes more noise. Under federal guidelines, the amount of new noise introduced by a project into the environment is related to the amount of existing noise – the noisier it is currently, the less amount of new noise is permitted. In Tukwila, the background noise level is high due to the freeway traffic – so Sound Transit is looking at options that include adding a noise wall to the elevated section, or providing sound insulation for the nearby homes.
		Bonincontri	Engineering	Will 15% engineering be completed for both a tunnel and an at-grade alignment in Downtown Bellevue?	About the same level of design detail is expected to be complete for each – at 15%.

13	7/13/09 transfer of funding	Davidson	Cost Estimating	Concerned about City's ability to address short-falls in revenue (sales tax and B&O) relative to budget figures.	Terry - Confirmed that the CIP funds are available despite the decrease in CIP revenues. Staff has made near-term adjustments to the CIP Plan to respond to cash flow constraints, and long-term balancing of the CIP Plan will be discussed with the Council in the future.
		Chelminiak	Cost Estimating	Sought confirmation that the majority of the work to be completed with the fund transfers is consistent with the original purpose intended for the monies.	Terry - Yes, however, the funds are being reallocated to the new East Link project in the CIP Plan.
		Degginger	Cost Estimating	Why not take more money from PW-R-153 (Bel-Red Early Implementation) instead of tapping ED-2 (Downtown Parking).	O'Neill - A large portion of funding to be preserved in PW-R-153 (Bel-Red implementation) is to be used for staff work related to the 124th NE-SR 520 interchange project as well as for a number of other projects (real property surveys, LID, support of additional work on 15 <sup>th</sup> and 16 <sup>th</sup> ). The total estimated cost of the items is approximately \$1.9 million. Mr. O'Neill said he will provide a full list of the projects.
		Chelminiak	Cost Estimating	Requested additional information on PW-R-44.	O'Neill - Expenditures from PW-R-44 in 2009 included updating the Transportation Facilities Plan (TFP) and conducting the periodic mode share survey. Staff has used these funds in the past to address impact fee review and other transportation planning studies. Reallocation would limit ability to do other work.

		Chelminiak	Cost Estimating	Requested additional information on PW-147.	O'Neill - PW-R-147 has funded additional analysis of the 106th/108th one-way couplets, downtown way-finding, initial Great Streets effort, and the Main Street conceptual design project. The majority of the remaining funding is the additional \$400,000 that Council allocated to support broader planning work. Some of the implementation work, for example for mid-block crossings and Great Streets, has been moved to other accounts. The Main Street conceptual work has been put on hold.
		Balducci	Cost Estimating	Understands that massive regional investment requires reprioritization of work program; that said, concerned that ED-2 (Downtown Parking) fully tapped when additional funds are left on the table in PW-R-153.	Terry – Regarding downtown parking, the original concept was for the City to look for opportunities to partner with private developers to expand the short-term parking supply in key locations. However, the budget has been reduced, which affects the City's ability to contribute toward the parking supply. Council might want to examine parking solutions associated with the future expansion of Downtown Park when that project moves forward. In addition, when the City is able to refocus on downtown parking in the future, the Council could consider at that time whether to restore funding for parking partnerships.



		Bonincontri	Cost Estimating	<p>Asked whether staff had completed a downtown parking supply/demand analysis recently. Requested additional information on the various parks projects and their impact on parking demand. Requested additional information on role of transit circulator project on improving the parking situation in downtown.</p>	<p>Terry – Not aware of supply/demand analysis on current parking situation. The original parking project was focused on the short-term parking supply. The Meydenbauer Bay plan creates new demand for parking, and the Downtown Park expansion project would eliminate surface parking that now serves the park and Old Bellevue. These circumstances were not anticipated during the last update of the Downtown Implementation Plan (DIP). In response to the circulator, the implementation of this downtown transit service is anticipated to relieve some parking needs in the future.</p>
		Bonincontri	Cost Estimating	<p>Requested additional information on the recently adopted TFP.</p>	<p>O'Neill – The recent update to the TFP was fairly extensive, incorporating many new projects for the Bel-Red and Wilburton areas. The next TFP update will not require the same amount of transportation modeling support work as the most recent update. However, staff recommends retaining some funding to support transportation projects already identified in the CIP Plan.</p>
14	7/20/09 RS	Grant	Cost Estimating	<p>Restating question from last meeting: Was there some alternative to look at other sources from CIP (other than \$300,000 from DT Parking) to fill that gap to fund complete work plan recommended by staff.</p>	<p>No answer</p>
		John	Cost Estimating	<p>Of the \$710,000 - wasn't all of that for HCT studies and VISSIM - for work approved and that we were already going to be doing? Really just transferring out of it a series of CIP's and putting it in to one new category.</p>	<p>Kevin O'Neill: Correct for most of the reallocation that were identified in the \$710,000. Not as true of the \$150,000 coming from PW-R-44 (TR Studies) which is most different from original intent.</p>
			Cost Estimating	<p>Maintains the ability to come back and figure out where that \$300,000 should come from.</p>	<p>Rest of the reallocation was consistent with East Link work.</p>

		Patsy/  Grant	Cost Estimating  Cost Estimating  Cost Estimating	Funding alternatives. Is \$150,000 transfer coming from each PW-R-44 and ED-2?	Grant: Recommendation received from staff. Raise the amount under the new CIP, would leave \$300,000 tbd at a later date.  Lori Riordan: I want to clarify that the amount is \$1,070,000 because you are appropriating the additional \$60,000. Grant: That's different than what's in the desk packet, but I think you are correct. So, it's \$1,070,000, not \$1,010,000.
15	8/03/09 SS	Dr. D.	Cost Estimating	Is there a possibility to entertain other funding options by ST or Council that haven't been evaluated by anyone yet? Surface vs. tunnel.	Goran: In past, before ST formalized different alignments. BNSF alignment was looked at by ST, but was excluded by Board as being an option that did not pencil out. ST is obligated to respond to all comments on draft environmental impact statements.
		Conrad	Cost Estimating	What does scalable mean?          Any local funding responsibility for tunnel should be allocated to local businesses in downtown. Is that Bellevue responsibility?	Matt: There are two dimensions to idea of scalable: amount of revenue from other source (low – high, one scale); some revenue sources have geographic dimension to them, enlarge or contract geographic basis on which the revenue source is calculated. Think of both dimensions.  Matt: Local funding responsibility.
		Claudia	Cost Estimating	Seattle also contributed to downtown tunnel? What level in other jurisdictions?	No answer.
16	8/03/09 RS Agreement	Don Davidson	Cost Estimating	Would they run into conflicts with other contracts they may have with Sound Transit?	Response by Kevin O'Neill
		Conrad Lee	Cost Estimating	Whether they could have potential conflict? Same question as above	Response by Kevin O'Neill
		Conrad Lee	Cost Estimating	Proposal sent to six consultants, why didn't the other five consultants submit proposals?	Response by Kevin O'Neill

		Conrad Lee	Cost Estimating	Would you consider that as disqualification the other consultants did work with Sound Transit or East Link?	Response by Goran Sparrman
		John Cheminiak	Noise	How dealing with evaluation of Sound Transit and their noise issues?	Response by Goran Sparrman
		John Cheminiak	Noise	Idea of what sort of added work might doing with noise issues as EIS goes forward?	Response by Goran Sparrman
		John Cheminiak	Noise	How we will make the decision that we will need outside assistance and whether we can adjust within Budget to meet that?	Response by Goran Sparrman
		Steve Sarkozy	Engineering/Design	Will there be a time this fall that you could update on what you heard from Sound Transit?	Response by Goran Sparrman
		Claudia Balducci	Engineering/Design	Question formed regarding contract & scope of work - detailed explanation of model. Would like list of assumptions at some point.	Response by Goran Sparrman
17	9/21/09 SS	Don Davidson	East Link Tunnel Funding Sources	What does ST-2 mean?	Response by Diane Carlson
		Patsy Bonacontri	Cost Estimating	How much of the 200 million is duplicate of what is on menu?	Response by Diane Carlson
		Don Davidson		I understand another tunnel route maybe put on table by Sound Transit	Response by Steve Sarkozy
		Conrad Lee	Cost Estimating	How much estimated per month are we talking about for each	Response by Diane Carlson
		John Cheminiak		Are we reporting to Sound Transit on October 8	Response by Diane Carlson
18	10/05/09 RS Agreement			No questions.	
19	10/12/09 ESS	Don Davidson	Environmental	Where do you consider the wetlands are and do you consider environmental impacts within the setback of the wetland	Response by Don Billen
		Don Davidson	Cost Estimating	Who paid for Beacon Tunnel - was it separate process or did it get (can't understand what was said) and who paid for the tunnel in Phase 1 that's going from Seattle to Lake City Way. How is Beacon Tunnel financed and how is north link tunnel financed?	Response by Ric Ilgenfritz
		Don Davidson	Engineering/Design	Have you figured out a way to get across I-90 with rail definitely-with engineers or are we still studying? I understand the bridge goes this way and that way	Response by Don Billen
		Conrad Lee	Engineering/Design	I'm glad you are doing this-is it proven thing or still . . .	Response by Don Billen

		Don Davidson	Environmental	This was a fill from metro into wetland do you consider that wetlands or disregard and treat as fill?	Response by Don Billen
		No sure	Engineering/Design	How high is station at Mt. Baker	Response by Don Billen
		Conrad Lee	Engineering/Design	How much are we spending on design of station and surrounding configurations	Response by Don Billen
		Conrad Lee	Engineering/Design	Bellevue way station cost?	Response by Don Billen. He told Conrad he didn't have figure and he would get back to him
		John Chelminiak	Engineering/Design	What is the height of station at South Bellevue Park & Ride? –what is height of station as compared to height of Bellevue way currently because Park & Ride slopes down	Response by Don Billen
		Mike Creighton	Engineering/Design	Re: Side running alignment has any fatal flaws regarding environmental issues	Response by Don Billen
		Claudia Balducci	Engineering/Design	<p>As I recall the represented alignment that was budgeted alignment in st2 had the station at ground level-correct?</p> <p>All the more reason given the beginning of your presentation having to get more savings from the base level of budget in order to have your project reserves built back up. I encourage you to do all that you can to bring this down to ground level. There are savings if you can bring it down. It's about the slope of the transition which is why you want it elevated because the slope of the transition from I-90 to exit ramps is to here is too steep. Is that right?</p> <p>I just have to think there is some smart way we can work out the operations. If you can get the capital costs down I would strongly urge you to do that</p>	Response by Don Billen
		Don Davidson	Engineering/Design	When you said 20 or 30 feet to the rails and the structure above the rails is how tall? So we are talking 45 feet for a visual look of this thing.	Response by Don Billen
		John Chelminiak		Aren't the stations for the electrical even higher than that?	Response by Don Billen

		John Chelminiak	B Segment	I just had a quick question. You said there was a supplemental DEIS and that would be issued on the side running the B-3 alignment? Is there a new schedule and people will have option to comment on the DEIS. So the supplemental DEIS will be available the 1 <sup>st</sup> qtr of 2010 and then the final EIS when?	Response by Don Billen
		Grant Degginger	B Segment	Following up on Councilmember Balducci's question, does there appear to be some savings opportunities with the side running B3 over what the initial representative alignment was? Any sense of timing as to when this picture will be clearer?	Response by Don Billen
		Grant Degginger	Engineering/Design	Are there going to be steps taken to evaluate or review in the final EIS the noise info you have based upon what you are learning in your operational in your system with your experience you have had?	Response by Don Billen
		Don Davidson	Engineering/Design	Curious which jog are we?	Response by Don Billen
		Don Davidson	Engineering/Design	So we are talking about the SE 8 <sup>th</sup> Frontage Road... why brought in curve that would take out office building	Response by Don Billen
		Claudia Balducci	Engineering/Design Engineering/Design	Re Parking Garage - could you talk a little more about how this could be skinned down and what the impacts would be?	Response by Don Billen
		Don Davidson	Engineering/Design	What is the cost of the South Bellevue P&R new construction compared with this station?	Response by Don Billen. I don't have that info with me tonight
		Conrad Lee	Engineering/Design	Engineering cost spent on this design if you can find some way to get it to me	Response by Don Billen. I can give you an approx and get that info to you
		John Cheminiak	Engineering/Design	Do I understand that the decision by Sound Transit Board that this design would not go forward but that what will go forward is the continued study with B7 route with the at grade 1000 parking stall P&R located there near the Greenbaum. Is that correct?	Response by Don Billen
		John Cheminiak	Engineering/Design	This is dead! Right? That is a decision by Sound Transit Board not to move this forward?	Response by Don Billen
		Mike Creighton	Engineering/Design	It would be really nice to know the cost of station by itself by park n ride v. these other locations	Response by Don Billen
		Mike Creighton	Engineering/Design	Comparison to B7 to B3 garage. Would it be possible to get cost of two projects/segments to compare?	Response by Don Billen. Will provide info

		Don Davidson	Engineering/Design	Why is elevated over a roadway here v. Mt. Baker more difficult?	Response by Don Billen
		Claudia Balducci	Engineering/Design	At the DEIS stage, did you have a cost for the B7 route vs the B3 route and could you remind me what these were?	Response by Don Billen
		John Cheminiak	Engineering/Design	The purple line is a trench is it not? Is there a way that you can push that back so that it can be covered?	Response by Don Billen. Can explore idea
		Don Davidson	Engineering/Design	Seeing that we've been willing to look at another solution downtown, has anybody looked at bringing it around the surface of the frontage road and then have it tunnel up to the transit center?	Response by Don Billen
		Grant Degginger	Engineering/Design	110 <sup>th</sup> Tunnel Alternative. Wasn't there a substation nearby that was presenting some problems?	Response by Don Billen
		Don Davidson	Engineering/Design	Have we looked at boring deep-boring even 110 <sup>th</sup> or 108 <sup>th</sup> then swing back across 6 <sup>th</sup> under freeway	Response by Don Billen
		Grant Degginger	Engineering/Design	So if you come up the BN do you save some distance?	Response by Don Billen
		Don Davidson	Engineering/Design	Can you build buildings above the rail as it separates out and have you spoke to Wright Runstad? Wouldn't really be a tunnel....	Response by Don Billen.
		Mike Creighton	Engineering/Design	Where do we hit 24 <sup>th</sup> . Where is the cross street? is it at 140 <sup>th</sup> ?	Response by Don Billen
		Patsy Bonincontri	Engineering/Design Engineering/Design	Looking at the schedule, overall project schedule Isn't complete until supplemental and environmental review is complete? Idea as to how long?	Response by Don Billen
		Patsy Bonincontri	Engineering/Design	When would you update the Finance Plan for Eastlink?	Response by Ric Ilgenfritz
		Don Davidson	Engineering/Design	We have a committee that has been appointed right? How are they targeting the cost?	Response by Degginger. More info on 11/12.
20	11/16/09 SS	Davidson	Cost Estimating	Cost of Tunnel? How does that relate to Beacon Hill Tunnel & Station and what is the distance of the Beacon Hill Tunnel & Station and the Bellevue Tunnel & Station	Response by Don Billen

		Davidson	Cost Estimating	I would like a written memo that truly identifies cost so that I can compare and would like to know the cost per mile?	No response provided
		Lee	Cost Estimating	How much confidence do we have on cost? In terms of numbers can you put some reality into what we are talking about..... 1 x, 2 x, 3x as much as the Beacon Tunnel compared to grade	Response by Ric Ilgenfritz
		Balducci	Cost Estimating	When you look at tunnel pieces C9 v. C3 it is less than ½ as long but costs only comes down by 2/5. It would be helpful to see components.	No response
		Balducci	Engineering/Design	Board adopted resolution but now there are three new alternatives. Did Board direct you to focus on adopted resolution of new alternatives as well?	Response by Ric Ilgenfritz
		Mayor	Engineering/Design	Has the value analysis work group or any other consulting groups you've had look at these issues been focusing on changes that still involve going North of NE 6 <sup>th</sup> throughout downtown?	Response by Don Billen
		Cheminiak	Engineering/Design	Did I understand that the VA group were considering actually the route that would just run directly up 112 <sup>th</sup> into downtown through 112 <sup>th</sup> and go out NE 6 <sup>th</sup> ? Is that what they were suggesting?	Response by Don Billen
		Davidson	Engineering/Design	Why do you find the impact of Sturtevant creek in front of the Hilton is so sensitive? Why is it so valuable and the rest along the slu is not?	Response by Don Billen
		Creighton	Engineering/Design	Suggested hybrid alternatives 108 <sup>th</sup> or 110 <sup>th</sup> turn on 6 <sup>th</sup> . Can we make the corners on this new alignment?	Response by Don Billen
21	1/11/10 ESS	Lee	Engineering/Design	Can you tell me who is doing the evaluation you mention?	Response by Bernard
		Lee	Engineering/Design	So the scale? you have following this slide, that's basically driven by ST staff...it's their presentation, their work?	Response by Bernard

		Robertson	Cost Estimating	I was just going to ask the status of our Blue Ribbon panel in looking at the funding for a potential downtown tunnel. Where are they on that and when is their work expected to be completed?	Response by Steve
		Robertson	Cost Estimating	Because I saw on the schedule that they wanted the recommendation by the end of this month. Are we going to be able to meet that deadline?	Response by Steve
		Robertson	Noise	Additional time would be great. Um, are we doing a noise analysis, and what is the status of that work? Or is ST doing that?	Response by Bernard
		Robertson	Noise	But that won't be finished before the decision is made in March by the ST Board?	Response by Bernard
		Balducci	Engineering/Design	Can I say one thing...it's kind of interesting that we're going to have the discussion here about the studies after the ST board has the discussion about the studies. Will we be able to get that information in advance and have some time with it so that we can see sort of what's coming at us and be prepared? I mean, I know I will get it from the ST discussion, but I don't know how far in advance they give anything like that. It just seems like this body ought to see what our study results are. Since we paid for part of it?	Response by Goran
		Degginger			



		Balducci	Traffic Engineering/Impact	And there has to be some standard assumptions that are made about these things that if you sort of have a street grid that has a certain number of vehicles at a certain speed at a certain time, that if you actually used all the ride up to that capacity you could assume that it would be broken down a good deal of the time because there will be accidents and stalled cars and people lollygagging across the street. So I have to assume you're going to bring some of that professional judgment and knowledge to bear in a way that we can understand?	Response by Goran
		Chelminiak	Traffic Engineering/Impact	The ST board decision on March 25 on downtown segment...that's sort of their new preliminary preferred alignment. We still have a long way to go before there is a preferred alignment decision, is that correct?	Response by Bernard
		Chelminiak	Traffic Engineering/Impact	I wanted to ask about the Walk Catchment area. What are you using in terms of a way to capture that? Because I actually know of some commercially available software that captures that very accurately. It's USGS Maps. It's relatively cheap and the other part of it is that is very important about walking, especially in this area, is it captures the route profile. So it will show you a profile of where you have to go up or down to get in a particular place and it's accurate down to a couple of feet. People in the back-country bet their lives on it and it also covers the front country as well and the cities. It's pretty remarkable and cheap. So before we go out and buy a lot of software or something along those lines I'd like to make sure that we use something that's out there that...I mean you can virtually bring it in and do the routing in the meeting...have people ask "can you show me how far it is from BAM to the middle of the transit center or to the east main station or from the library to the station that would be located on 110 <sup>th</sup> ?" Then you can virtually draw it there.	Response by Bernard
		Chelminiak		(going to request info from Goran at a later date)	

		Wallace	Engineering/Design	If you could go back to the C9T slide...the first question I have is if you could just talk about the elevations of these alignments as they come across the moon street and how they interact with the Surrey Downs neighborhood.	Response by Bernard
		Wallace	Engineering/Design	So you're talking 25 feet to the bottom of the structure and then above that you have track, train, and canton areas, correct?	Response by Bernard
		Wallace	Engineering/Design	It would be helpful I think...and so all of these are like that correct? The C9T and the C9A, C11A, all have this elevated path across the Red Lion site and then next to the neighborhoods, and then...correct?	Response by Bernard
		Wallace	Engineering/Design	Is that being discussed under a different name? Because the description in the packet of the C9T has it coming elevated over the neighborhoods again and...so is that being studied as a different alignment? Or as a variant of this?	Response by Bernard
		Wallace	Engineering/Design	So I guess it would be good just to understand the canton areas and the train are another 15 feet or 20 feet above that? So you can just do the mental math?	Response by Bernard
		Wallace	Engineering/Design	On this map, I'm noticing that the dotted line for the coming in to the Red Lion station still appears to go across the Bellevue Club's parking lot elevated. I had thought that the preferred alternative the City had asked ST to study was to run it down SE 8 <sup>th</sup> and then come up 114 <sup>th</sup> . But that doesn't appear to have been done. Is that...?	Response by Bernard
		Chelminiak	Engineering/Design	Could we get something that explains where those are on the segments that could potentially be used and just a little bit about what the meaning is of all of that? So I would imagine that the easements are long-term easements, but never-the-less they're not fee-simple. If this is under Rails to Trails, and I don't know that it is, there are federal provisions that kick in regarding reverting back to the freight operator to the owner. So I'd like to have a little bit of that. And that again just goes to the amount of information that's out there and how many moving parts there are to this.	Bernard - Follow up necessary

		Wallace	Engineering/Design	When ST passed its initial motion selecting the preferred alternatives back in Feb/Mar, mayor Marchione had submitted 10 questions that were going to be answered, if you all recall that, and it had to do in part with the C2T. I don't recall those ever getting answered. Do you know whether that happened?	Response by Goran
22	1/14-16/10  <b>Retreat (from notes, no video)</b>	Balducci	Traffic Engineering/Impact	While discussing concurrency data and three major (alignment) proposals, asked for concurrency data for "No Build" alternative.	
		Robertson	Traffic Engineering/Impact	What is the future Downtown mode split? Is the DIP- assumed 40% realistic?	Staff response. Sparrman will provide more background information.
		Robertson	Traffic Engineering/Impact	Does the VISSIM model assume the Circulator?	Staff response. No.
		Degginger	Traffic Engineering/Impact	Does traffic model predict collisions between light rail and auto traffic?	Staff response. Not included in model.
		Degginger	Traffic Engineering/Impact	Will traffic queues spill over and start affecting I-405?	
		Balducci	Traffic Engineering/Impact	Asked to see downtown congestion modeling numbers.	
		Balducci	Traffic Engineering/Impact	Asked to see aggregated accident numbers over time and their impact on congestion.	Staff response. Do not have these statistics.
		Chelminiak	Traffic Engineering/Impact	Does the traffic model assume a dedicated major transit stop/ transfer point downtown?	Staff response. Accommodating regional and local trips.
		Balducci	Engineering/Design	Could C9T be joint use (trains and busses)?	Staff response. Theoretically possible.
		Davidson	Ridership/ demand modeling	Does model assume busses continuing to lay over on surface streets?	
		Robertson	Ridership/ demand modeling	How do (planned) station locations serve Downtown density?	Staff response re: walking distances.
		Chelminiak	Ridership/ demand modeling	Where are people from who are riding the various segments?	Staff response. Surface/tunnel serve Downtown. C14A best serves regional trips.

23	1/19/10 SS	Balducci	Ridership/ demand modeling	What happens if C14E modeled with three stations rather than 2?	
		Lee	Cost Estimating/Fore casting	What does (selection of) C14E leverage (in relationship to ability to get to Redmond)?	No Transportation staff available.
		Balducci	Engineering/Des ign	Suggested “pithy” side-by-side comparison of alignments (for Tuesday night).	No Transportation staff.
		Robertson	Engineering/Des ign	Also for Tuesday night, what parts of B3 modified has ST agreed to, and where are we still not aligned?	No Transportation staff.
		Various	Engineering/Des ign	(In the context of B7M) Is it possible to elevate the railway over the slough within environmental constraints?	No Transportation staff.
		Degginger	Engineering/Des ign	Questioned visual impairment and who will be affected?	No Transportation staff.
	1/19/10 SS	Wallace	Traffic Engineering/Im pact	On the intersection volume of vehicles it says that we’re going from only 564 vehicles when we’re expanding the parking stalls by 1500. So how do we only get half the...?	Response from Goran
		Wallace	Engineering/Des ign, Noise, Environmental	With that said, I would really like to see some direction to our staff and to ST that the B7 route is the preferred fall-back if this B7 modified version isn’t viable. Then take the steps that are necessary to protect the residential areas in our neighborhoods from these impacts and protect our road networks from these impacts.	No response
		Wallace	Engineering/Des ign	I was forwarded by a constituent this week, a drawing from ST of the D2A option that shows it crossing at-grade across 20 <sup>th</sup> , and I’d appreciate...I don’t know if you’re already looking into this, but that would be in my view a very difficult long-term traffic situation and it seems like it shouldn’t be much trouble for them to elevate it before it crosses 20 <sup>th</sup> .	Response from Goran
		Lee	Engineering/Des ign	Do we have any need in terms of timing to make ourselves and our positions clear on B segment at this time? Or can we wait?	Claudia responded

		Degginger	Engineering/Design	I just want to be clear we're sort of asking staff to take a further look at this as well, to provide us with some wisdom. We're sort of springing this concept on them, and that would give them an opportunity to marshal the information. We've developed a lot of information about a variety of these crossings and alternatives, but no doubt they'll want to ruminate on them and provide some wisdom to us as well. Correct?	Don responded
		Robertson	Engineering/Design	To that end, is it possible for us to revisit this next week with the idea that we may be able to send some information to ST before their next meeting about this new suggestion? I don't know if that is possible given our time constraints?	Steve/Goran - answered in part. Transportation would be doing some work.
24	1/25/10 ESS			Crafting letter - no questions	
25	2/16/10 SS	Wallace	Traffic Engineering/Impact	Could you say that again? We're giving priorities to the cars instead of the train?	Bernard/Goran response
		Wallace	Traffic Engineering/Impact	Ok. Just so I understand, we're going to take a train from the Red Lion site up 110 <sup>th</sup> or 108 <sup>th</sup> through 4 <sup>th</sup> street, but it waits for the signal to change when we're prioritizing for cars in the PM peak?	Response from Goran
		Chelminiak	Traffic Engineering/Impact	So did we model the train having the ability to get a green light?	Bernard/Goran response
		Wallace	Traffic Engineering/Impact	Would it be reasonable then that the north and southbound travel times would apply to the east and west if you didn't have that choice?	Response from Goran
		Wallace	Traffic Engineering/Impact	Could you walk me through...where it says Southbound vehicle travel time, what road are we on and from what point to what point does it take 6 and a half minutes with the C9T option?	Bernard/Kevin response

		Chelminiak	Traffic Engineering/Impact	But certainly for C9T through those streets, and I would believe for C14E, although there may be some takeout of 114 <sup>th</sup> , I can't imagine there's that much traffic going...well you just said it goes to 112 <sup>th</sup> ...that's what it's going to be whether a light rail system, well actually it would be worse if a light rail system weren't built because there would be more cars on it, but the light rail is not changing any of those times, with the exception of...right?	Kevin O'Neill response
		Davidson	Traffic Engineering/Impact	But in the times you're considering light rail taking some of the trips out of here, right? So that the 6.5 and the other 6.5, that isn't as if nothing was built, it's because they are taking trips out of here that we wouldn't be on the roads doing...right?	Kevin/Goran response
		Wallace	Traffic Engineering/Impact	How did we get to the eastbound travel time in minutes where C9A is being faster than C9T?	Kevin response
		Wallace	Traffic Engineering/Impact	Wouldn't it be better in looking at the health of the downtown traffic system to at least limit it from 108 <sup>th</sup> to 112 <sup>th</sup> and not pick up, I mean we're looking at north/south travel times...why is Bellevue Way, 106 <sup>th</sup> , why are those roads relevant to the study when the train doesn't go that far?	Kevin/Goran response

		Balducci	Traffic Engineering/Impact	I would find it helpful if you could get us some of the more detailed stuff that underlies these numbers so that we can see what's really happening in the downtown. Again, this is the big picture and you really have to look at the big picture, but I'm really interested to see where some of the hot spots are with each of the alignments because I gather they will be different and that could be very important depending on where they are. A traffic shift from one part of town to another part of town might work and it might be more problematic, I mean from a lot of different perspectives...land use, walk ability...I would just like to see that information. I don't know that I would want to have another 2 hour study session on this, but if we could get it in graphical form somehow that just might be very interesting. I also think that since we now have the modeling capability it would be really interesting to see what modeling full preemption would look like because I think CM Chelminiak raises a really good point in that at some point down the road we may not be in a position to make the choice not to preempt. I think we ought to know going in that the decisions we're making here...what that future might look like.	Bernard/Goran response
		Degginger	Traffic Engineering/Impact	I think it would be useful to see where those bottlenecks would occur under the preemption situation. Bernard, you mentioned during your presentation that certain intersections would be degraded. Do you know what those intersections are?	Kevin - incomplete answer. Will provide information.
		Degginger	Traffic Engineering/Impact	Just to review...certain assumptions in your model, you're assuming in the model the completion of NE 4 <sup>th</sup> extension, as currently contemplated? Are you assuming the completion of the NE 6 <sup>th</sup> extension? Are there any other completed projects that are assumed, or significant capacity projects, Mr. Sparrman?	Kevin/Goran response
		Davidson	Traffic Engineering/Impact	2 <sup>nd</sup> is something we've probably by 30 years or so, but we can't assume that in this modeling?	Goran/Kevin response

		Robertson	Traffic Engineering/Impact	One type of analysis I would like you guys to do is, we've analyzed what the trains will do to the car traffic but we haven't analyzed what the car traffic will do to the trains and my understanding from Thursday's meeting is that there is an assumption that people will perfectly obey traffic laws and never have an accident and never get stuck in the middle of the intersection and that the time for the train travel through segment C assumes that. So I don't think that is a very realistic assumption as someone who has driven in PM peak traffic in Bellevue. There are always cars in the middle of the intersection and there are accidents. So to the extent that we can, I would like to see that modeling done because I think it will affect the segment travel time for the at-grade alignment. Also what is ST understanding of the signal preemption? What's their assumption and their modeling? Do you know?	Goran response  No one responded to document request
		Robertson	Traffic Engineering/Impact	If that's the case, as the trains have higher ridership they tend to add cars to them. When we traveled to San Diego to look at light rail down there, their light rail trains were long enough that when they were stopped at a light stuck into the intersection of the intersection behind where they were. Now our blocks are bigger. How will that impact Bellevue? Will they ever be so long that they are sticking into the intersection behind them if they don't have the signal?	Goran response
		Robertson		C14E. The system ridership equivalent for the at-grade and the C14E downtown C segment boardings do not seem to be. Could you tell me have you analyzed this if there was a station at Main Street like the other three segment C's show? Would that affect the total ridership numbers or the boardings in the C segment?	Bernard response



		Wallace		It would be interesting to know if you could extrapolate from that information whether it's appropriate just to add the 2500 boardings to the C14E, or whether there's some degradation or does that give you some information to kind of make an educated guess as to what the 3 stations would provide?	Bernard response
		Davidson	Engineering/Design	So 15 feet off the midline on both sides? It could meander, I suppose, and take 30 on one side and none on the other?	Bernard response
		Davidson	Engineering/Design	So this would just be at-grade all the way down 112 <sup>th</sup> ? Or can they make the turn going up Main Street?	Bernard response
		Chelminiak	Cost Estimating	On 112 <sup>th</sup> , do they need...what I do recall on that, the 100 million dollar difference, there was one taking less on that. It said there were 16, I shouldn't say taking less, there were 16 acquisitions versus 17 on some of the other routes. Do we know what that acquisition is? My question is, on this route, are they acquiring the Red Lion site?	Bernard response
		Davidson	Engineering/Design	Are they still going to have to use the site for staging?	Bernard/Claudia response
26	2/22/10 ESS	Chelminiak	Engineering/Design	But certainly for C9T through those streets and I would believe for C14E, although there may be some takeout of 114 <sup>th</sup> , I can't imagine there's that much traffic going...well you just said it goes to 112 <sup>th</sup> ...that's what it's going to be whether a light rail system, well actually it would be worse if a light rail system weren't built because there would be more cars on it, but the light rail is not changing any of those times, with the exception of...right?	Kevin response
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		Wallace	Engineering/Design	How did we get to the eastbound travel time in	Kevin response

			ign	minutes where C9A is being faster than C9T?	
		Wallace	Traffic Engineering/Impact	Wouldn't it be better in looking at the health of the downtown traffic system to at least limit it from 108 <sup>th</sup> to 112 <sup>th</sup> and not pick up, I mean we're looking at north/south travel times...why is Bellevue Way, 106 <sup>th</sup> , why are those roads relevant to the study when the train doesn't go that far?	Kevin/Goran response
		Balducci	Traffic Engineering/Impact	I would find it helpful if you could get us some of the more detailed stuff that underlies these numbers so that we can see what's really happening in the downtown. Again, this is the big picture and you really have to look at the big picture, but I'm really interested to see where some of the hot spots are with each of the alignments because I gather they will be different and that could be very important depending on where they are. A traffic shift from one part of town to another part of town might work and it might be more problematic, I mean from a lot of different perspectives...land use, walk ability...I would just like to see that information. I don't know that I would want to have another 2 hour study session on this, but if we could get it in graphical form somehow that just might be very interesting. I also think that since we now have the modeling capability it would be really interesting to see what modeling full preemption would look like because I think CM Chelminiak raises a really good point in that at some point down the road we may not be in a position to make the choice not to preempt. I think we ought to know going in that the decisions we're making here...what that future might look like.	Bernard/Goran – partial response
		Degginger	Traffic Engineering/Impact	I think it would be useful to see where those bottlenecks would occur under the preemption situation. Bernard, you mentioned during your presentation that certain intersections would be degraded. Do you know what those intersections are?	Kevin – partial response. Will provide information.



		Robertson		C14E. The system ridership equivalent for the at-grade and the C14E downtown C segment boardings do not seem to be. Could you tell me have you analyzed this if there was a station at Main Street like the other three segment C's show? Would that affect the total ridership numbers or the boardings in the C segment?	Bernard response
		Wallace		It would be interesting to know if you could extrapolate from that information whether it's appropriate just to add the 2500 boardings to the C14E, or whether there's some degradation or does that give you some information to kind of make an educated guess as to what the 3 stations would provide?	Bernard response
		Davidson	Engineering/Design	So 15 feet off the midline on both sides? It could meander, I suppose, and take 30 on one side and none on the other?	Bernard response
		Davidson	Engineering/Design	So this would just be at-grade all the way down 112 <sup>th</sup> ? Or can they make the turn going up Main Street?	Bernard response
		Chelminiak	Engineering/Design	On 112 <sup>th</sup> , do they need...what I do recall on that, the 100 million dollar difference, there was one taking less on that. It said there were 16, I shouldn't say taking less, there were 16 acquisitions versus 17 on some of the other routes. Do we know what that acquisition is? My question is, on this route, are they acquiring the Red Lion site?	Bernard response
		Davidson	Engineering/Design	Are they still going to have to use the site for staging?	Bernard/Claudia response
		Robertson	Engineering/Design, Cost Estimating	How does this cost compare to the same connector area of track, should the track come up the B7? I know one of the issues is the wetlands south of the Bellevue Club, which is going to be difficult to construct through. It seems to me that the B7 coming up through the BNSF right-of-way avoids that. So do you know the cost difference?	Bernard response

		Robertson	Environmental	Does the B7 approach avoid the disturbances to Sturtevant Creek that the B3 would have?	Bernard response
		Degginger	Cost Estimating	Will the staff be talking about some of the potential cost savings that the tunnel consultant retained by the City has identified?	Bernard – partial response. Can bring back info later.
		Degginger	Ridership/ demand modeling	I would be interested in knowing a little bit of information about how many developed square feet we have in the downtown and what our additional development capacity available is? What is the development capacity currently? In 2030...is that what the timeframe is? How many square feet is developed in Wilburton and what the current development capacity is in that area as well?	Matt – gave some answers and said could bring more information next week if necessary.
		Chelminiak	Ridership/ demand modeling	The 10 million added square feet in downtown, and I know it's very difficult to predict where people will develop, but we have this wedding cake concept so that the largest buildings are in the middle of the downtown and they become smaller after that. Do you have a sense of where the likelihood is for that 10 million to be actualized?	Matt response
		Davidson	Engineering/Design	Could I ask about the green line? About that road that's in there? Does that represent where the road comes into the....?	Carol response
		Balducci	Engineering/Design	All of these rules would apply to all of those alignments you have up there? You've got B3 modified, B7, and B7 modified, so it's just a matter of how you would conduct the analysis under each one of them?	Matt response
		Robertson	Engineering/Design	When are we going to have that information? It seems like we should be pretty close?	Bernard response
		Robertson	Engineering/Design	Will we get that information prior to ST April decision?	Bernard/Claudia response
		Robertson	Engineering/Design	So we don't have the segment B analysis for the B3, which is the one they have moving forward? We don't have that either?	Claudia response
		Robertson	Environmental	Are there any regulations in place to protect agricultural land, because there is on the B3 segment some agricultural land...the blueberry farms?	Carol response

		Robertson	Engineering/Design	<p>On the B segment, I would love to have the following information: a matrix comparing the B3 to the B3 modified request this body made a year ago, to compare what this council asked for compared to what ST has agreed to; the environmental information about the B segments; a travel analysis for the B segment, which is the traffic evaluation summary and the traffic options; and the environmental information, of course. I've been looking into this and visited some of the impacted wetlands, and my understanding why the reason I-90 was built on the south end of that wetland was because they felt it was firmer and less sensitive to the salmon or fish spawn, but I'm not a scientist. That's the kind of information I want to know because the acreage is one piece. How much acreage is impacted on the wetlands, but there are certain areas, or maybe there are not, of wetland that is more sensitive than others, and so it would be nice if we could, since they are going to be impacted one way or another to bring ST across I-90 into Bellevue, it would be nice to make sure that the areas that are impacted are not the most sensitive for wildlife habitat. If we can do that. Also, ST, they haven't acted on our request to look at the additional B7 modified. Are they looking at B7 at all, because this body asked them if they didn't agree to all the changes for B3, that B7 was the preferred of this body a year ago. Are they looking at B7 at all?</p>	Bernard/Goran partial response
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		Wallace	Engineering/Design	I'd like to understand the construction staging impacts, if we go up one line or another. B7 would obviously have impact to the environment if you have to run trucks in and out of the slough to construct the line, but so would the B3. Where are the trucks going to go and stage when they're doing their work on the B3 alignment? And then I'd like to see real maps of where the B3 route is going if we've developed it. Let's see more than a crayola crayon on a page. Where exactly are the train tracks running and are they in the buffer and how they impact things. I'd like to see what the impact of Bill Pace's blueberry farm is. Can you still get a car in and out of there after they build the line? I'd like to see exactly what it looks like from an elevation standpoint when you go by the Winters house, because to me it looks like there isn't room. But if you say there's room, great, I'd like to see it. And lastly is the noise issue. We have 2 important neighborhoods that are going to be impacted by the line. And ST and the city staff need to do a better job of making the case to the public that there are no noise impacts from running it up Bellevue Way or that they've designed it in a way where there aren't going to be noise impacts. So does the bell have to clang when it runs up the road? Or are you sinking it down so you can't hear the train when the bell is not clanging. These are all questions that are really important and need to be answered now before we get to the final EIS decision. And then I guess the last piece is, ST seems to have ignored the	No response
		Degginger	Engineering/Design	Where would you stage to build the C14E and would there be interferences with the operation of NE 4 <sup>th</sup> street?	Goran -will come back with more information
		Lee	Noise	Could further info on noise and visual impacts be given?	Staff -partial response. ST staff will be brought in for future discussion.
		Robertson	Noise	Didn't council ask for a noise consultant to address these issues?	Sarkozy response. City relying on ST studies.
		Robertson	Engineering/Design	Is ST working on B7 through FEIS?	Sparrman response. Yes, conceptual engineering, etc. FEIS.
		Davidson	Engineering/Design	Was all the info on B options from the DEIS?	Terry response. No, new work came from City staff.
		Wallace	Engineering/Design	What is the retained cut option for D segment, and plan to move road to align with new hybrid? Other land use?	Van de Kamp response

		Davidson	Engineering/Design	Anticipating large arterial to 130 <sup>th</sup> Station?	Van de Kamp and Sparrman response. Part of next agenda item...
		Lee	Engineering/Design	Can we keep of track of land use issues in working w. ST?	Partial response. Yes
28	3/08/10 ESS		Engineering/Design	Five letters (at least)....which ones does Council want to evaluate....Open Public Mtgs issues?	
		Davidson	Engineering/Design	From original Council letter (2/25/09) on DEIS, did City get responses from ST?	Sparrman response. That was an approx. 80 page letter that will be integrated into FEIS.
		Robertson	Engineering/Design	Can it be confirmed that the Surrey Downs boundaries/property lines are accurately depicted?	Van de Kamp partial response. City working on that, relying on ST for the bulk of the info.
		Chelminiak	Engineering/Design	How does the City respond to whether houses are conforming to "something that doesn't exist"?	Van de Kamp response. ST and their consultants are doing the assessment; city does not have historic district protections.
		Chelminiak	Engineering/Design	If a Surrey Downs property owner wanted to redevelop, would they be able to do, even though they are in a non-existent historic district?	Van de Kamp--Yes.
		Balducci	Engineering/Design	Could a letter be sent to <i>Mr. Katz</i> explaining that tunneling through all of downtown is not feasible because of costs?	Van de Kamp -- Yes (Note: Has it been done?)
29	3/15/10 SS	Wallace	Traffic Engineering/Impact	(Referring to Ppoint) Why would there be less delay with the at-grade than the tunnel options?	Sparrman response -- That has to do with how the traffic rebalances...
		Wallace	Traffic Engineering/Impact	So traffic would get so bad in certain roads that drivers would choose other routes?	Sparrman response -- Yes, potentially...
		Wallace	Traffic Engineering/Impact	It would take 10.6 minutes to get from the 405 to NE 8 <sup>th</sup> Street with option C11A?	Sparrman response -- Yes, these are 2030 forecasts, worst-case conditions...
		Chelminiak	Traffic Engineering/Impact	Does the difference of 2,000 segment boardings btwn C9T & C14T represent trips that would have to taken by some other means of transportation?	Sparrman response -- Yes.
		Chelminiak	Traffic Engineering/Impact	Why is the 2,000 difference not reflected in the model with respect to additional traffic implications?	Sparrman partial response. Model is not perfect analysis, only used to identify difference between options...More work needs to be done...
		Robertson	Engineering/Design	Has the addition of a south Main Street station to the C14E option been evaluated?	Sparrman partial response -- Have done basic analysis, looks difficult to have that station; doesn't add significant ridership...



		Wallace	Engineering/Design	How can such a station for C14E not be feasible when ST did the work for a station at the same location for option C8E?	Sparrman partial response -- There is a difference between the two stations in each of the options, further analysis needs to be done...
		Wallace	Ridership/demand modeling	What is the forecasted amount of daily downtown trips?	Sparrman response -- 100K in p.m., 700K total a day...
		Degginger	Engineering/Design	What would a C14E station on Main Street look like? Station on 4 <sup>th</sup> would be right on 4 <sup>th</sup> ?	Sparrman response -- Elevated, 4 <sup>th</sup> Street station would be between 4 <sup>th</sup> & 6 <sup>th</sup> ...
		Davidson	Engineering/Design, Traffic Engineering/Impact	ST willing to look at routing on 2 <sup>nd</sup> instead of Main Street? Or could City evaluate? Would using 2 <sup>nd</sup> curtail City's planned expansion for that street?	Sarkozy partial response -- ST looked at it, was not included because of high property acquisition costs and tight turns/mechanical issues...
		Balducci	Engineering/Design	Was the 2 <sup>nd</sup> Street option ruled out quickly by ST?	Sarkozy response -- Don't remember the details, but, yes, written off...
		Wallace	Cost Estimating	Could a consultant be brought in to look at efficiencies/side projects that will further reduce costs and close the funding gap?	No Answer.
30	3/22/10 ESS			None. Council discussion on proposed letter to ST on the C9T option...	
31	4/12/10 ESS	Davidson	Cost Estimating	Do you have those numbers actually listed or when you say all documents does that mean all coming up Bellevue Way to the level of the tunnel. Will they all be evaluated? Will they be highlighted (all routes). There won't be higher levels study for individual routes?	Billen response
		Lee	Engineering/Design	Just for clarification, all 19 routes will have equal comparable levels that would include B7 & B7 modified?	Billen response
		Balducci	Engineering/Design	Explain difference between study for EIS and preliminary study?	Billen response
		Balducci	Engineering/Design	What level is that?	Billen response
		Cheminiak	Cost Estimating	Is that the recommendation by the committee? I didn't think that all 4 of the C options were begin carried forward in recommendation by capital	Billen response
		Davidson	Cost Estimating	The revenues in Seattle have to be down too. How is that affecting Sound Transit... the tunnel project going North from 3 <sup>rd</sup> Avenue tunnel to Capital Hill..... on up to Northgate	Ilgenfritz response
		Degginger	Cost Estimating	What would you measure the margin of error? Plus/minus 1%; 5%?	Billen response

		Wallace	Cost Estimating	Trying to understand where we are headed and whether we (Bellevue) will make financial contribution to project. I look at this... in the left column and you were 2.7 billion for the project budget. Is that right? The original drafted alternative alignment is 2375. Is that what it is saying	Billen response
		Wallace	Cost Estimating	So are you adding A, B, C & D or are there more to the budget than just those segments	Billen response
		Wallace	Cost Estimating	What are the scope/line items that make up the 2346? So when we are looking at items that are more expensive in C or other less expensive in D. What element of scope are within or without this number?	Billen response
		Wallace	Cost Estimating	So basically you are adding A, B, C & D	Billen response
		Deggenger	Cost Estimating	I-90 is a separate budget. Whatever agreement reached at is it above budget, below budget?	Ilgenfritz response
		Deggenger	Cost Estimating	R8A was the 2 <sup>nd</sup> phase funded in ST2..correct?	Ilgenfritz response
		Deggenger	Cost Estimating	There was a budget which included compensation to Dept of Transportation to run trains along I-90? Correct?	Ilgenfritz response
		Cheminiak	Cost Estimating	Below budget.. at budget when you construct lanes	Ilgenfritz response
		Deggenger	Cost Estimating	You didn't go north of what the budget was, correct? And it is a separate budget out of Eastside subarea but not in Eastlink budget. Curious as to how that came to be.	Interrupted by Davidson
		Davidson	Cost Estimating	Some of these meaty questions, I would like written answers. We say things but never captured in writing. Written reply would be good. You know what I said.... I know what I said but we need it in writing	Ilgenfritz response... happy to provide detail on subarea budget plans
		Wallace	Cost Estimating	Total project cost is \$2620 and it's \$245 million over budget right? So this means 2375 is the total?	Billen response
		Wallace	Cost Estimating	So the preferred alternative is A1, B3, C4A, D2A right? So if you add those 4 up you should get 2375?	Billen response
		Wallace	Cost Estimating	So wouldn't work necessarily to go to Draft EIS and add those numbers? What are the new numbers? Do they include the 15% project reserve?	Billen response

		Robertson	Cost Estimating	Do these numbers include the mitigation cost that would be expected along this route	Billen response
		Degginger	Cost Estimating	Project Cost 245. That includes the tunnel. Would it include all contingencies in the current design of the tunnel?	Billen response
		Davidson	Cost Estimating	B2 – side running; right? What is the purple down here?	Billen response
		Davidson	Cost Estimating	Now we’re talking about 50% more than what I see. Through all the section until where it goes elevated were talking about 30 feet wide, right? Why did we not talk to property owners on North of SE 8 <sup>th</sup> when we were considering B2?	Billen response
		Davidson	Cost Estimating	You aren’t carrying B2M & B7 on an equal par with the “C” elements, am I correct?	Billen response
		Cheminiak	Cost Estimating	To what extent have you taken the B3 side running in engineering? Is that now at 15%? The analysis covers everything at a lower level but none the less an equal level, correct?	Billen response
		Davidson	Cost Estimating	B2 modified & B3 side running.... Are we going to call it separate things or would B2 modified cover B3 side running?	Billen response
		Robertson	Cost Estimating	When you went through this process with Central Link was there any segment that was put forward that didn’t end up being the final route?	Billen response
		Robertson	Cost Estimating	One thing that is different re C2 and B2M no longer 2 stations in the C segment. If I recall correctly there is a better ridership at main street. Will you looking at the option as we move forward	Billen response
		Robertson	Noise	In the public speaking section we had a speaker talk about speaking with Sue Comis. He said that the traffic noise and other impacts of B2 wouldn’t be looked at until end of year. Is that true?	Billen response
		Robertson		But that will be part of the FEIS process, won’t it?	Billen response

		Wallace	Cost Estimating	Back to numbers... C9T is 315 over budget. This is saying 245 over budget so is it accurate to say that the difference B2 from B3 is 40 million	Billen response
		Wallace	Cost Estimating	What explains the range?	Billen response
		Wallace	Engineering/Design	So 3-4 story track around corner... what would happen to homes behind? So you're saying that with that tunnel option you could get the thing as low as 16.5 feet above ground and still make that turn?	Billen response
		Wallace	Noise	Re tight turn..... DEIS says that wheel squeal happens on tight turns. What have you learned from Central Link and wheel squeal issue that this won't happen to Surrey Downs residents?	Billen and Ilgenfritz response
		Degginger	Cost Estimating	I want to jump back to cost in respect to additional acquisition cost for going over 6 <sup>th</sup> street. I thought it was included in projects over 12 <sup>th</sup> ?	Billen response
		Davidson	Cost Estimating, Engineering/Design	The Overlake Hospital Station - closer to behind parking lot. Would that change things cost wise? Has it been talked about at Sound Transit?	Balducci answered
		Davidson	Engineering/Design	So not decided, but will be decided by the 22 <sup>nd</sup> ?	Balducci answered
		Degginger	Engineering/Design	Asked staff to look into it?	
		Wallace	Engineering/Design	Still showing 20 <sup>th</sup> street crossing at grade. Are you looking at crossing at elevating, separating it?	Billen response
		Cheminiak	Engineering/Design	There will be a crossing at Mercer Slough? Is that true?	Billen response
		Cheminiak	Engineering/Design	What look is being done at Bellevue Stations toward future as transfer points from other light rails? Is there any look at the ability of another line coming and being able to do transfers?	Billen response
		Cheminiak	Engineering/Design	Light rail switching.... Does that have to occur when train is almost at halt or can it switch when train is in motion? Is there safety issue that needs to be addressed?	Billen - would have to verify with operational staff
		Cheminiak	Engineering/Design	Do they run through at full speed or at lower rate of speed?	Billen response

		Davidson	Environmental	Why B2 was grade worse than B3. Could Environmental gentlemen step to table? WR5 & WR5 in report considered class 1 wetlands. Why was it done that way?	ST environmental staff -- I would be willing to sit down in detail and go over
		Davidson	Environmental	You classified as category I wetlands?	ST environmental staff -- sorry I don't have info with me.. but would be happy to go over with you later
		Degginger	Environmental	So you had wetland biologist go do these markings?	ST environmental staff response
		Degginger	Environmental	70' corridor construction footprint impacted. For what period of time during duration of construction?	ST environmental staff response
		Degginger	Environmental	Piers that would have to support it?	ST environmental staff response
		Davidson	Environmental	What is in the draft EIS? Do we start the EIS from a new EIS or do we build on the assumption that were in the draft EIS's?	ST environmental staff response
		Cheminiak	Environmental	Clarification in Slough. The buffer that would have to be built in DEIS corridor under rail would be cut down? Temporary construction bridges would need to be built?	ST environmental staff response
		Davidson	Engineering/Design	Is anybody looked seriously at moving Park and Ride to the South?	ST environmental staff response
		Davidson	Engineering/Design	So Engineering Team is looking at it? Is our staff aware of that study going forward?	Billen response - not sure
		Wallace	Engineering/Design	Can we find some way to access South Bellevue Park n Ride and use the rail corridor? Urge Sound Transit and Bellevue to look into finding a solution re Segment B	Billen response
		Wallace	Noise	Re: B2M. How you make that turn to avoid wheel squeals and impacts, etc? Is that accurate at this point?	Ilgenfritz response
		Wallace	Engineering/Design	Re: Segment C. Do you know how bi-directional train can go up 108 <sup>th</sup> street, make a turn to 6 <sup>th</sup> street and preserve traffic capacity on the road?	Billen response
		Wallace	Engineering/Design	So two lanes to each one direction. One lane each direction with train in the middle?	Billen response
		Wallace	Engineering/Design	Why wouldn't it make more financial savings for C9A as backup instead of C11A?	Billen response
		Wallace	Engineering/Design	So the station at the main street would be advantage over the B2M station on SE 8 <sup>th</sup>	Billen response

		Wallace	Engineering/Design	So is C9A not acceptable station location?	Billen & Balducci response
		Wallace	Engineering/Design	Have you considered C9T alignment C9A station less expensive to build over road than tunnel	Billen response
		Degginger	Engineering/Design	There was a process developed by experts who interacted with our staff with new analysis, correct?	Billen response
		Degginger	Engineering/Design	Re series of different alignments along 112 <sup>th</sup> and noise, traffic impacts, and other visual impacts. What would be the timeframe that this would be flushed out?	Billen response
		Robertson	Engineering/Design	Statement/Question: Encourage ST to look at NE 2 <sup>nd</sup> portal. Look at having tunnel portal on red line site. Engineers to evaluate moving south Bellevue P&R further south. Will you be evaluating if you end up crossing the slough in the next phase? Will you be evaluating this issue to look at future and only impact once? Will you be looking at that issue?	Billen response
		Robertson	Engineering/Design	As moving FDIS... will there be in depth cost analysis of the 23 segments?	Billen response
		Robertson	Engineering/Design	When do you expect to have schedule for that work regarding noise, traffic, and environment.	Billen response
		Lee	Engineering/Design	What is Sound Transit's priorities, common goals/objectives to segments? Need written answers. What opportunities to the extent will be continued to be looked at? What is Sound Transit doing into the future so we can look toward same goal?	Billen response
		Cheminiak	Environmental	Re slough: pump station - south of park n ride. Looking at moving south. Isn't that all wetland south?	Billen response
		Cheminiak	Engineering/Design	What is the rough size of the footprint of the south Bellevue P&R?	Billen response

		Cheminiak	Environmental, Engineering/Design	If you're talking about a footprint that moves into a wetland... that is a fairly large footprint. I would like a date from staff that you presented last summer several alternatives of C9A & C9T. Value analysis report (Sept/Oct) when was at presented? In regards to the Capital Committee - I know that it is a new committee; how many members are on it?	Billen response
32	4/19/10 RS	Robertson	Cost Estimating	I'm confused as to how that will differ from this study that they are obligated to make as it is whether a preferred alt or not w/level of detail--will they pay for part required to do by law?	Sarkozy responded
		Chelminiak	Cost Estimating	What is the cost to the COB to bring the B7 to 30% engineering levels-is that the \$2.2 M?	Sarkozy responded
		Balducci	Cost Estimating	Sorry to jump in but I don't think your numbers are correct. \$2.2 m is actually 15% engineering costs and I believe 30% engineering is \$4 million.	Sarkozy responded
		Degginger	Cost Estimating	How much, and where are \$ coming from? I recall we have an \$8 m gap in our budget now. We have some money in the PR-159. My understanding was that account was to provide additional resource support for analysis.	Sarkozy responded
		Balducci	Cost Estimating Cost Estimating	Asked if the Legal Department reviewed the Term Sheet.	Berens responded
		Chelminiak	Cost Estimating	Several comments/questions re: Term Sheet	Answered by Balducci, Davidson, Sarkozy, Lee
		Wallace	Engineerin/Design	What is the C9T at this point? Is C9T 112 <sup>th</sup> to Main?	Sarkozy responded but said specifics will be defined in engineering process
		Wallace	Engineerin/Design	Where does B2M end and C9T begin?	Balducci response
		Wallace	Engineerin/Design	Is what we are discussing in the term sheet for C9T--a route that goes from SE 6 <sup>th</sup> on 112 <sup>th</sup> up to Main and into tunnel portal?	Balducci response
		Wallace	Engineerin/Design	Really no way to say C9T is something I want to support until I know what the B connection is---is that right?	Balducci response
		Wallace	Engineerin/Design	When we talk about the B2M - C9T connection, do we know if this is running at grade, elevated, in trench, side of road, middle of road?	Balducci response

		Wallace	Cost Estimating	Right of way is only applicable to C9T -- is that the case? Is City's commitment stated in Term Sheet \$150 million or up to \$150 million?	Sarkozy response
		Wallace	Cost Estimating	Has more questions that need answers. Did not spell out.	
		Chelminiak	Cost Estimating	How much money is left in the PW-R159?	Staff response.
		Chelminiak	Cost Estimating	Why has this fund been used for legal bills? How will legal work be metered out and who is in charge?	Sarkozy response
		Degginger	Cost Estimating	What is the amount of the current outstanding bills? How much authority do you need to pay the bills in process? How are we going to fund this?	Riordan response
		Balducci	Cost Estimating	Don't we have policies about not expending money where we haven't identified the funding source and overspending - isn't that bad practice?	Sarkozy response
		Balducci	Cost Estimating	Explain why you asked for \$100,000 instead of \$250,000	Riordan response
33	5/03/10 SS	Degginger	Cost Estimating	Questioned where the money was coming? Noted significant opposition last July to adding monies for studies. How much setting aside to do this and is there going to be an RFP process?	Staff responded question regarding consultant selection process. Maintain a consultant roster that is updated. Have a number of disciplines that can call on when have urgent need. Rules are that those contracts cannot exceed \$50K without formal RFP process. Identified in five topical areas and selected consultant off the roster for each of those areas
		Chelminiak	Cost Estimating	Questioned what it is trying to accomplish. What is purpose for doing the additional body of work? He has raised on numerous occasions questions about noise. He has other questions, not specific to a route but specific to light rail. Other areas need expertise now that have not been raised and goes to operations and mitigation. What does Council want have come out of this?	



		Degginger	Cost Estimating	Asked whether selected consultants before consulting with Council?	Staff stated selected consultant teams from roster that have the expertise to do that early analysis in a quick turnaround under the \$50K limit. All recognize if want to take scope of work beyond \$50K that would require the more formal process with Council authorization. The topical areas are wetland assessment issues, noise issues, engineering design issues, traffic engineering analysis, and cost estimating. Basically allows a start on what might be critical issues if Council agrees.
		Degginger	Cost Estimating	Wants to know who the consultant teams are and have ever handed out contracts without having identified the scope of work ahead of time?	Staff will develop general scope of work. In this case talks about peer review, digging into some information from Sound Transit to provide an independent review. Based on topical areas, looked at roster to select best match. He identified potential firms under consideration. Intention to contain the work under the \$50K limit.
		Chelminiak	Noise	Questioned the noise work? What will get that is useful from the noise work?	Staff responded idea would not to repeat the work and technical analysis that Sound Transit has already done. He hit highlights of scope of work.
		Robertson	Noise, Engineering/Design	Asked, in addition, related to noise study, want information about what best profile location design is for minimizing noise and most effective method for mitigation based on profile? Regardless of alignment on where train goes want to make sure the noise is minimized.	Staff responded that specific alignments have impact on how noise generated related to curves, crossing square tracks etc. Answers to those questions will come out of the more engineering design work. What the noise analysis will do is answer question of how to find better way to mitigate for a particular location. Contract would provided opportunity to do that peer review dimension

		Wallace	Cost Estimating	Referred to budget issue. Initially allocated \$770K and asked if consistent with current proposal?	Staff responded in general sense. Last year when first established that account, had a list of things needed to work on. He recalled as part of that conversation, substantial discussion regarding topical areas in parallel.
		Wallace	Cost Estimating	Initial allocation \$770K and spent \$576K. Asked if including legal fees approved last week?	Staff responded includes \$100K allocation for legal fees.
		Wallace	Cost Estimating	Questioned balance remaining?	Staff stated savings used on a broader fund perspective to help balance overall CIP. Part of broader fund balance.
		Wallace	Cost Estimating	Asked where the B2M route is and configuration? Same questions regarding C9T? Laundry list of things asked for and benefits of getting information.	Staff stated will make that information available to Council.
		Wallace	Cost Estimating	Asked when exactly the City received the B2M plan? Particularly if before time of vote on term sheet pledging \$150K on the C9T alignment. If that was available before that decision point would like to know	Staff responded that there is no B2M plan. Major work session with Sound Transit staff scheduled for tomorrow to look at all the different options. Going back to joint workshop, Sound Transit signaling for cost savings reasons interest in approaching downtown portion alignments via 112th as opposed to previous option which was loop back behind the Heathman Hotel. There is no secret plan. It will be a couple of weeks before have good sense of key options for deal with B2M Segment.
		Wallace	Engineering/Design	Questioned if map in presentation is the most detailed the City has?	Staff responded have seen some work drawings that laid out 3 or 4 different options in a couple of different segments between the Y and Main Street. Recognize different characteristics

		Wallace	Engineering/Design	Questioned engineering study. Stated would like to see exploration of a connection of B7 and South Bellevue Park & Ride. Some sort of access to serve the I-90 commuters at or near South Bellevue Park & Ride in a way that achieves Sound Transit's objectives but moves track along path of B7.	
		Wallace	Cost Estimating	Need to understand what number trying to hit. What is Bellevue obligation. Have not seen reliable numbers. Need that information from Sound Transit. Need cost estimating help to figure out how refining costs according the Sound Transit's model that currently using (107% contingency) and how reduce cost to meet Sound Transit budget. Need right of way analysis. Feels estimates overstated and opportunity for value engineering the right of way estimates. Same true of A&E costs, need to encourage to do direct bid for more reliable estimate. Noise, would like to use as communication tool with constituents. Would like an acoustical engineer simulate based on Central Link train around tight curve, what does that noise look like over 112th and Main Street for Surrey Downs. Should definitely include 118th Street and BNSF line in Segment D. Need to be looking at valid mitigation for entire alignment throughout City. From legal standpoint, more effort to ensure Sound Transit complying with Comp Plan, concurrency requirements, Best Practice Policy, protecting Winters House. Last, high quality visual simulations of proposed B2M/C9T so that can understand what is going on here	

		Davidson	Environmental	Have not been quiet regarding the ecosystem and how the wetlands are being affected. Want assurances that DEIS is right. Want different look at ecosystem. Not sufficient information from DEIS	
		Robertson	Engineering/Design	Would like results from the CEO Group and their final recommendations. She stated her goals for studies. Would like enough work on B7 to establish the positives and minuses related to issues and costs such that when the FEIS is issued and Sound Transit is ready to move to next level, if studies in such a way that believes they will, that can give that information to Sound Transit with enough assurances and information that Board may have opportunity to change their minds and do what Bellevue thinks is right thing. Understands risk. Wants staff to work and make sure protecting neighborhoods. Looking at growing jobs by 58K by 2030. Need to make sure people can get around. Information at end of day. Need to continue to develop information on Red Lion portal.	
		Chelminiak	Engineering/Design, Noise	<p>Need to look at two topic areas: (federal regulations and “doing it right”). Lights, stations in particular, need expertise in federal mass transit regulations, things like the bells. Sound Transit said need to do a warning but does not have to be the bells. Need to know more about federal regulations.</p> <p>He commented on peer review. If had peer review of wheel squeal on Phase 1, the review would say looked at everything right. Want to know how to stop wheel squeal. Want to say with some expertise what will work and what will not. Rapidly moving into mitigation phase.</p>	

		Balducci	Engineering/Design	Asked process question. If possible staff send out before Thursday night some kind of plan in simple outline form that Council can respond to set up discussion next week.	Staff will provide information early to provide time for Council to digest it and provide feedback to produce a more productive and shorter conversation next week
		Deggenger	Engineering/Design	Asked that it include station planning. Concerned with what getting into there. Council asked over year ago for some help at federal level. Still do not have it. Couldn't even get an RFP out it.	